

## 4 SAN JUAN ISLANDS CORRIDOR

### 4.1 Description

The routes in the San Juan Islands Corridor include Anacortes–San Juan Islands and Anacortes–Sidney, British Columbia, as shown in Figure 4-1. The corridor connects the mainland at Anacortes with the islands of Lopez, Shaw, Orcas, and San Juan. This international corridor also serves Sidney, British Columbia, Canada. This is the lowest traveled (and least populated) corridor in the WSF system with 1.94 million riders in 2013, or 5,300 riders per day. This represents an increase from 1.8 million riders in 2006, but is still lower than the peak of 1.96 million passengers in 1999.

The tabulations and percentage share distributions of results herein represent the survey responses as expanded to the survey period ridership. More information regarding expansion methods can be found in Chapter 8.

Figure 4-1. San Juan Islands Corridor routes



#### 4.1.1 Frequency of Travel

Table 4-1 and Figure 4-2 show the frequency of travel for weekdays and Saturdays by trip purpose for 2006 and 2013. On weekdays in 2013, the most frequent trip purpose was recreation/shopping (37 percent), which is a change from 2006 when work/school was the predominant weekday purpose. However, the percentage of Saturday trips for recreation/shopping has dropped slightly from 65 percent in 2006 to 60 percent in 2013. Trips for medical, personal business, and other purposes comprise 31 percent and 26 percent of trips on weekdays and Saturdays, respectively. The majority (roughly 70 percent) of travelers used ferries one or two times per week, which is unchanged from 2006.

**Table 4-1. San Juan Islands Corridor one-way trips by purpose and frequency, weekday and Saturday survey periods (2006 and 2013)**

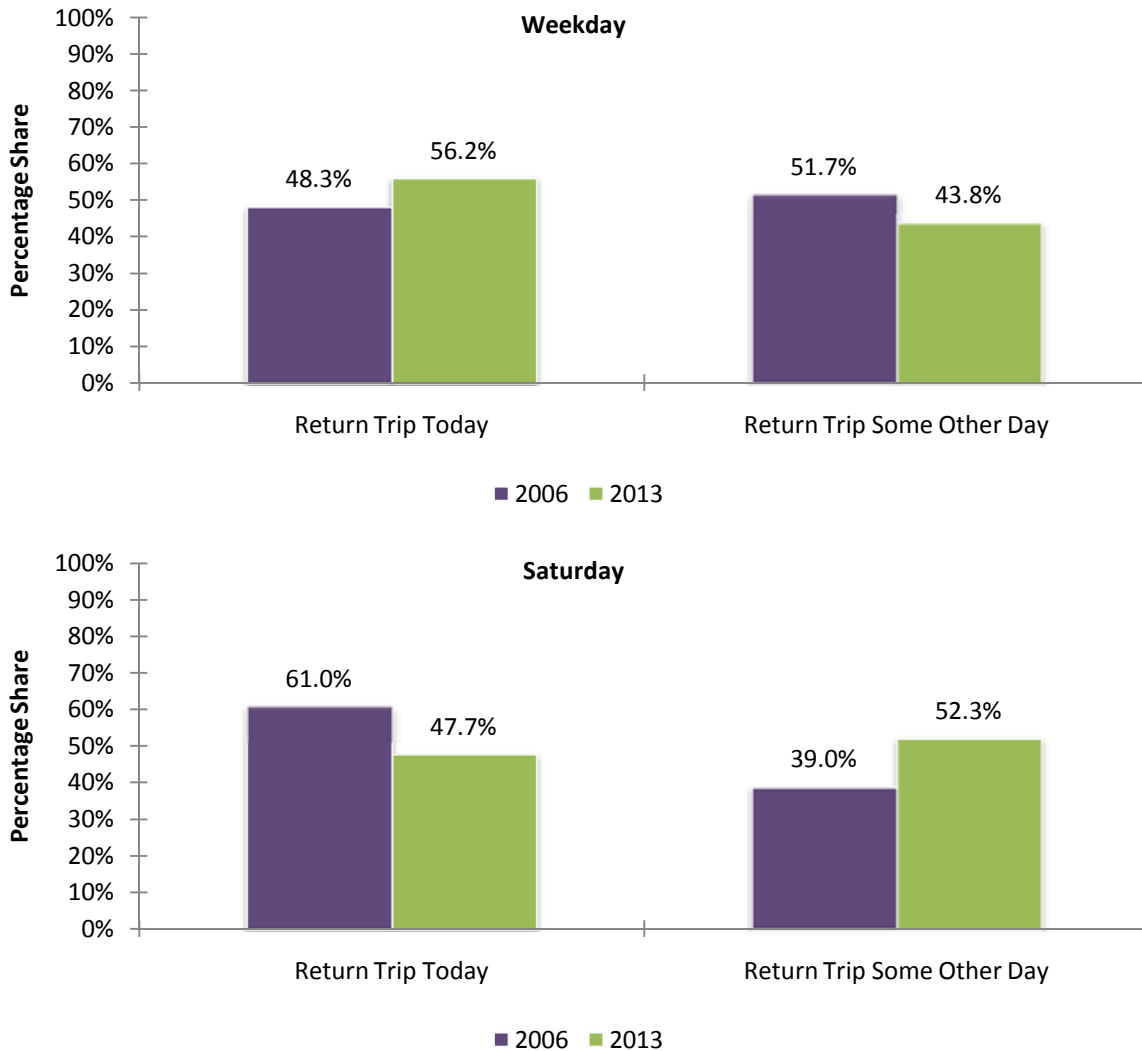
One-Way Trips	Work/ School	Personal Business/ Other	Recreation / Shopping	Total	All Purposes		Work/School	
					2013	2006	2013	2006
Weekday								
1	264	457	743	1,465	42.8%	22.0%	24.2%	12.0%
2	177	324	356	857	25.1%	46.8%	16.2%	40.5%
3 to 4	267	182	108	557	16.3%	16.6%	24.5%	15.9%
5 to 6	163	60	39	263	7.7%	2.9%	14.9%	3.9%
7 to 8	79	23	9	111	3.2%	2.7%	7.3%	5.4%
9 to 10	104	9	2	115	3.4%	7.1%	9.5%	17.6%
11+	37	6	10	53	1.6%	1.9%	3.4%	4.7%
Total	1,092	1,062	1,267	3,422	100%	100%	100%	100%
2013 Distribution	31.9%	31.1%	37.0%	100%				
2006 Distribution	39.6%	27.4%	33.1%	100%				
Saturday								
1	231	427	1,100	1,758	48.3%	54.0%		
2	115	277	518	910	25.0%	29.9%		
3 to 4	86	198	399	684	18.8%	11.6%		
5 to 6	58	29	108	195	5.4%	1.1%		
7 to 8	26	0	27	53	1.5%	1.4%		
9 to 10	10	0	3	14	0.4%	0.3%		
11+	9	3	15	27	0.7%	1.7%		
Total	536	934	2,171	3,641	100%	100%		
2013 Distribution	14.7%	25.6%	59.6%	100%				
2006 Distribution	12.4%	22.2%	65.4%	100%				

**Figure 4-2. San Juan Islands Corridor trips by purpose, weekday and Saturday survey periods (2006 and 2013)**

### 4.1.2 Round-Trip Patterns

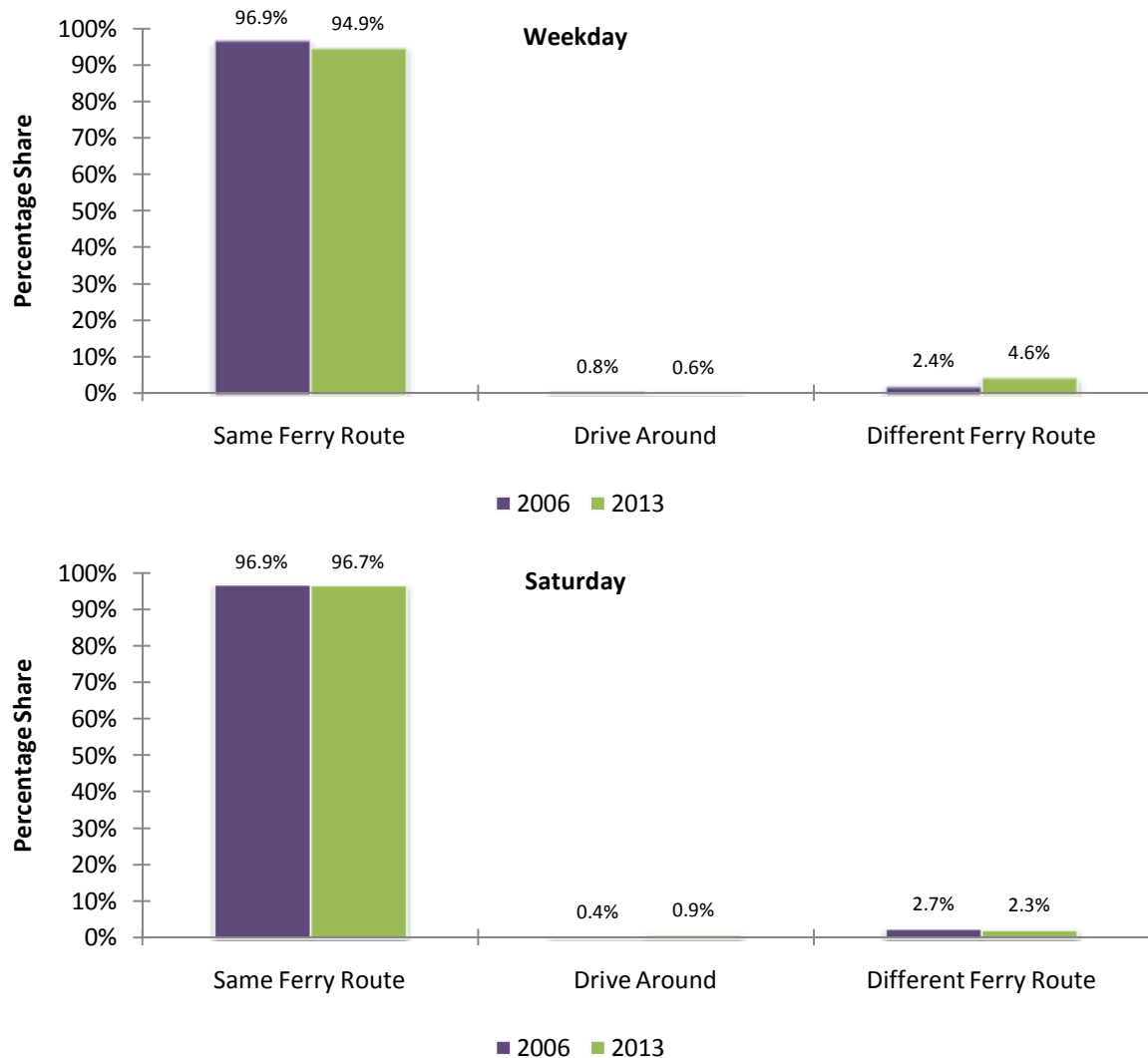
The percentage of weekday ferry travelers making a round-trip on the same day versus some other day grew from 48 percent in 2006 to 56 percent in 2013, as shown in Figure 4-3. Conversely, the shift in the Saturday round-trip pattern resulted in a decrease of same-day round-trips from 61 percent in 2006 to 48 percent in 2013.

**Figure 4-3. San Juan Islands Corridor round-trip patterns by day, weekday and Saturday survey periods (2006 and 2013)**



As shown in Figure 4-4, the vast majority (over 90 percent) of round-trip ferry travelers used the same route for both legs of the trip. This situation was true for both weekday and Saturday travelers, and the results are relatively unchanged from 2006.

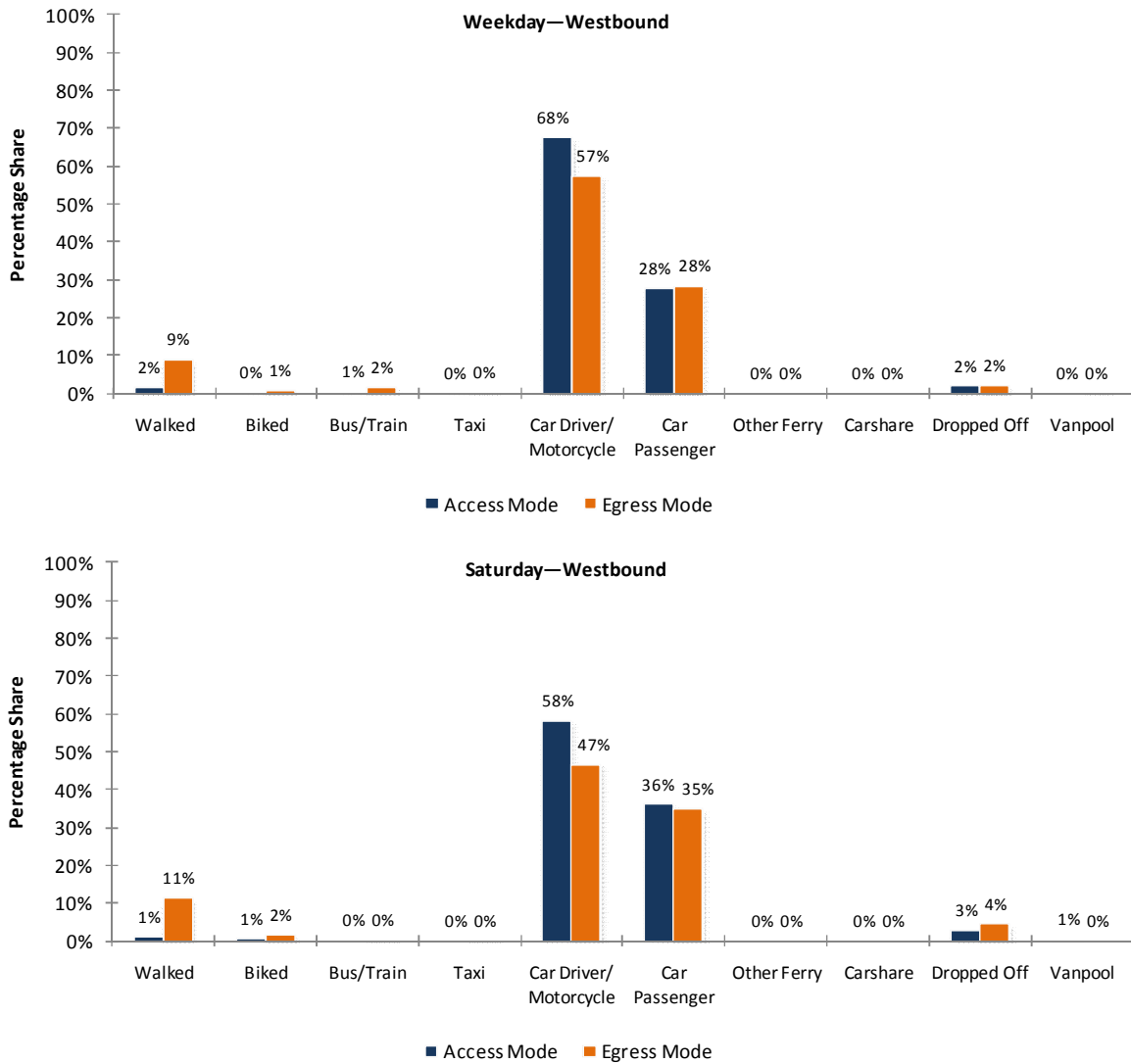
**Figure 4-4. San Juan Islands Corridor round-trip patterns by route, weekday and Saturday survey periods (2006 and 2013)**



#### 4.1.3 Access, Egress, and Boarding Modes

Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant mode of access and egress in 2013, as shown in Figure 4-5 and Figure 4-6. On weekdays (westbound), 68 percent of ferry travelers drove to the ferry, and an additional 28 percent were passengers in a private vehicle. Leaving the ferry, 57 percent were drivers while 28 percent were passengers. Likely due to the higher proportion of recreation and shopping trips on Saturdays versus weekdays, Saturdays exhibit a higher share of automobile passengers (and higher vehicle occupancy) for access and egress than on weekdays.

**Figure 4-5. San Juan Islands Corridor westbound trips by access and egress modes, weekday and Saturday survey periods (2013)**



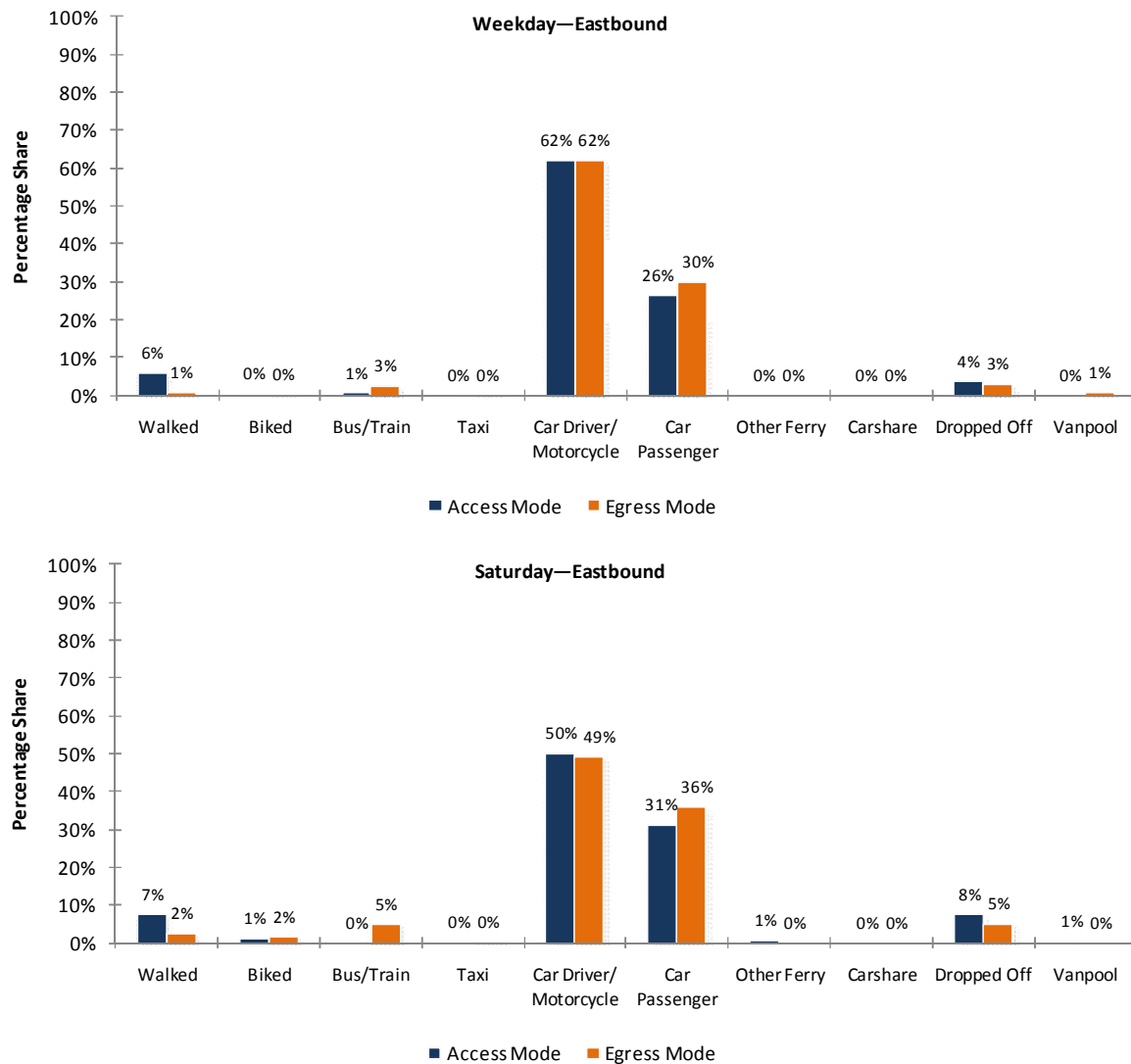
**Figure 4-6. San Juan Islands Corridor eastbound trips by access and egress modes, weekday and Saturday survey periods (2013)**

Table 4-2 shows the access mode and boarding method for weekdays and Saturdays in 2006 and 2013. As shown in the table, most travelers boarded the ferry by driving on. In 2013, this method accounted for 83 percent and 75 percent of boardings on weekdays and Saturdays, respectively. On weekdays and Saturdays, the walk-on share of boardings increased between 2006 and 2013.

**Table 4-2. San Juan Islands Corridor access mode and boarding method, weekday and Saturday survey periods (2006 and 2013)**

Access Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	155	0	155	3.8%	5.0%
Biked	0	0	16	16	0.4%	0.1%
Bus/Train	5	20	0	25	0.6%	2.3%
Taxi	0	6	0	6	0.1%	0.0%
Car Driver/Motorcycle	2,345	273	0	2,619	64.9%	62.7%
Car Passenger	1,014	82	0	1,096	27.2%	29.9%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	117	0	117	2.9%	
Vanpool	0	3	0	3	0.1%	
Total	3,364	657	16	4,037	100%	100%
2013 Distribution	83.3%	16.3%	0.4%	100%		
2006 Distribution	85.3%	14.3%	0.4%	100%		
Saturday						
Walked	0	208	0	208	4.3%	2.3%
Biked	0	3	43	46	0.9%	0.1%
Bus/Train	4	1	0	5	0.1%	0.7%
Taxi	0	11	1	12	0.3%	0.0%
Car Driver/Motorcycle	2,207	407	27	2,641	54.4%	54.6%
Car Passenger	1,416	215	14	1,645	33.9%	42.2%
Other Ferry	0	22	0	22	0.4%	
Carshare	0	0	0	0	0.0%	
Dropped Off	3	250	0	254	5.2%	
Vanpool	0	26	0	26	0.5%	
Total	3,630	1,143	85	4,858	100%	100%
2013 Distribution	74.7%	23.5%	1.8%	100%		
2006 Distribution	81.2%	17.4%	1.4%	100%		



Table 4-3 shows the egress mode and boarding method for weekdays and Saturdays in 2006 and 2013. On both weekdays and Saturdays, the walk-off share of boardings increased between 2006 and 2013.

**Table 4-3. San Juan Islands Corridor egress mode and boarding method, weekday and Saturday survey periods (2006 and 2013)**

Egress Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	203	0	203	5.0%	4.3%
Biked	0	11	11	22	0.6%	0.5%
Bus/Train	4	82	0	86	2.1%	0.9%
Taxi	0	12	0	12	0.3%	0.3%
Car Driver/Motorcycle	2,269	136	5	2,409	59.7%	62.1%
Car Passenger	1,089	92	0	1,181	29.3%	31.9%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	106	0	106	2.6%	
Vanpool	2	15	0	17	0.4%	
Total	3,364	657	16	4,037	100%	100%
2013 Distribution	83.3%	16.3%	0.4%	100%		
2006 Distribution	85.0%	14.6%	0.4%	100%		
Saturday						
Walked	0	344	0	344	7.1%	6.4%
Biked	0	2	84	86	1.8%	1.4%
Bus/Train	8	118	0	127	2.6%	0.6%
Taxi	0	11	1	13	0.3%	0.3%
Car Driver/Motorcycle	2,134	197	0	2,331	48.0%	50.4%
Car Passenger	1,488	236	0	1,724	35.5%	40.9%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	233	0	233	4.8%	
Vanpool	0	0	0	0	0.0%	
Total	3,630	1,143	85	4,858	100%	100%
2013 Distribution	74.7%	23.5%	1.8%	100%		
2006 Distribution	80.6%	18.0%	1.4%	100%		

Table 4-4 and Table 4-5 show access and egress modes used across the entire ferry trip for weekdays and Saturdays, respectively. For walk-on boardings (on weekdays and Saturdays), the percentage of travelers leaving the destination terminal on foot was higher than the percentage arriving at the origin terminal on foot. This was also true for travelers using bus or other transit modes to/from the terminal.

**Table 4-4. San Juan Islands Corridor access mode to ferry—boarding method —egress mode from ferry, weekday all-day survey period (2013)**

Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (16.7% of total boardings)					
Pedestrian	23.1%	Pedestrian	97.6%	Pedestrian	30.2%
Bicycle	2.4%	Pedestrian w/ Bicycle	2.4%	Bicycle	3.3%
By Bus/Transit	3.0%			By Bus/Transit	12.2%
By Vehicle	71.0%			By Vehicle	52.0%
Vanpool	0.5%			Vanpool	2.3%
Carshare	0.0%			Carshare	0.0%
Other Ferry	0.0%			Other Ferry	0.0%
In-Vehicle Boardings (83.3% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	69.9%	In-Vehicle	100.0%
		Vehicle Passengers	30.1%		

*Note: Average vehicle occupancy (AVO) was 1.43 for the Saturday survey period.*

**Table 4-5. San Juan Islands Corridor trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)**

Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (25.3% of total boardings)					
Pedestrian	16.9%	Pedestrian	93.0%	Pedestrian	28.0%
Bicycle	3.7%	Pedestrian w/ Bicycle	7.0%	Bicycle	7.0%
By Bus/Transit	0.1%			By Bus/Transit	9.6%
By Vehicle	75.3%			By Vehicle	55.3%
Vanpool	2.1%			Vanpool	0.0%
Carshare	0.0%			Carshare	0.0%
Other Ferry	1.8%			Other Ferry	0.0%
In-Vehicle Boardings (74.7% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	60.9%	In-Vehicle	100.0%
		Vehicle Passengers	39.1%		

*Note: Average vehicle occupancy (AVO) was 1.64 for the Saturday survey period.*

As shown in Figure 4-7, the vast majority of drive-on travelers indicated that the reason they took a vehicle was because they needed it at their destination (79 percent on weekdays, 80 percent on Saturdays). The second-most prevalent response was that their final destination was too far from the ferry terminal to allow for walking (30 percent on weekdays, 31 percent on Saturdays). Carrying baggage or heavy loads or the need for a vehicle for businesses purposes were other common responses.

**Figure 4-7. San Juan Islands Corridor reasons for taking a vehicle, weekday and Saturday survey periods (2013)**

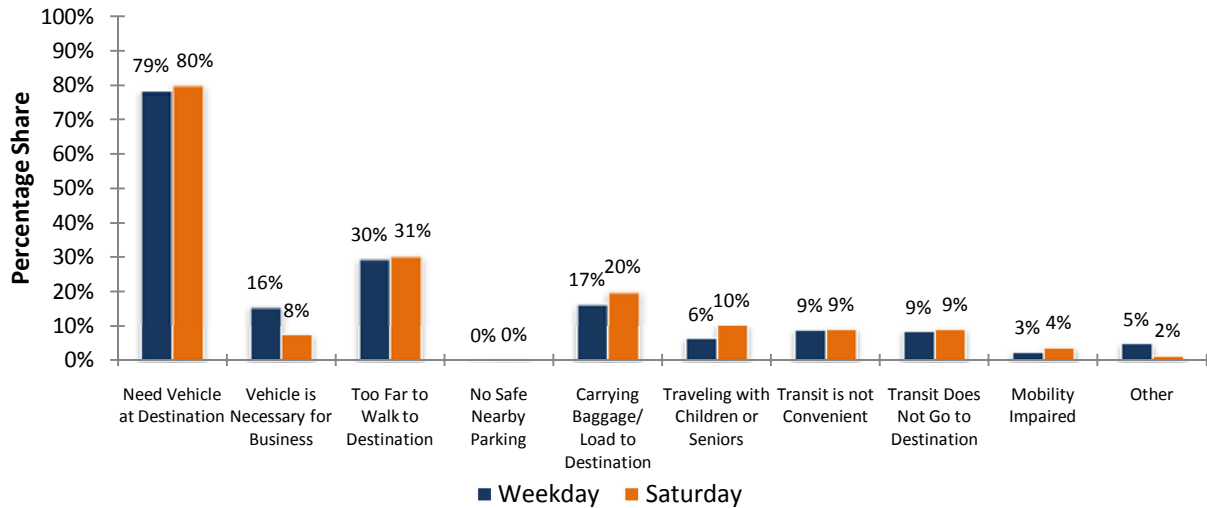
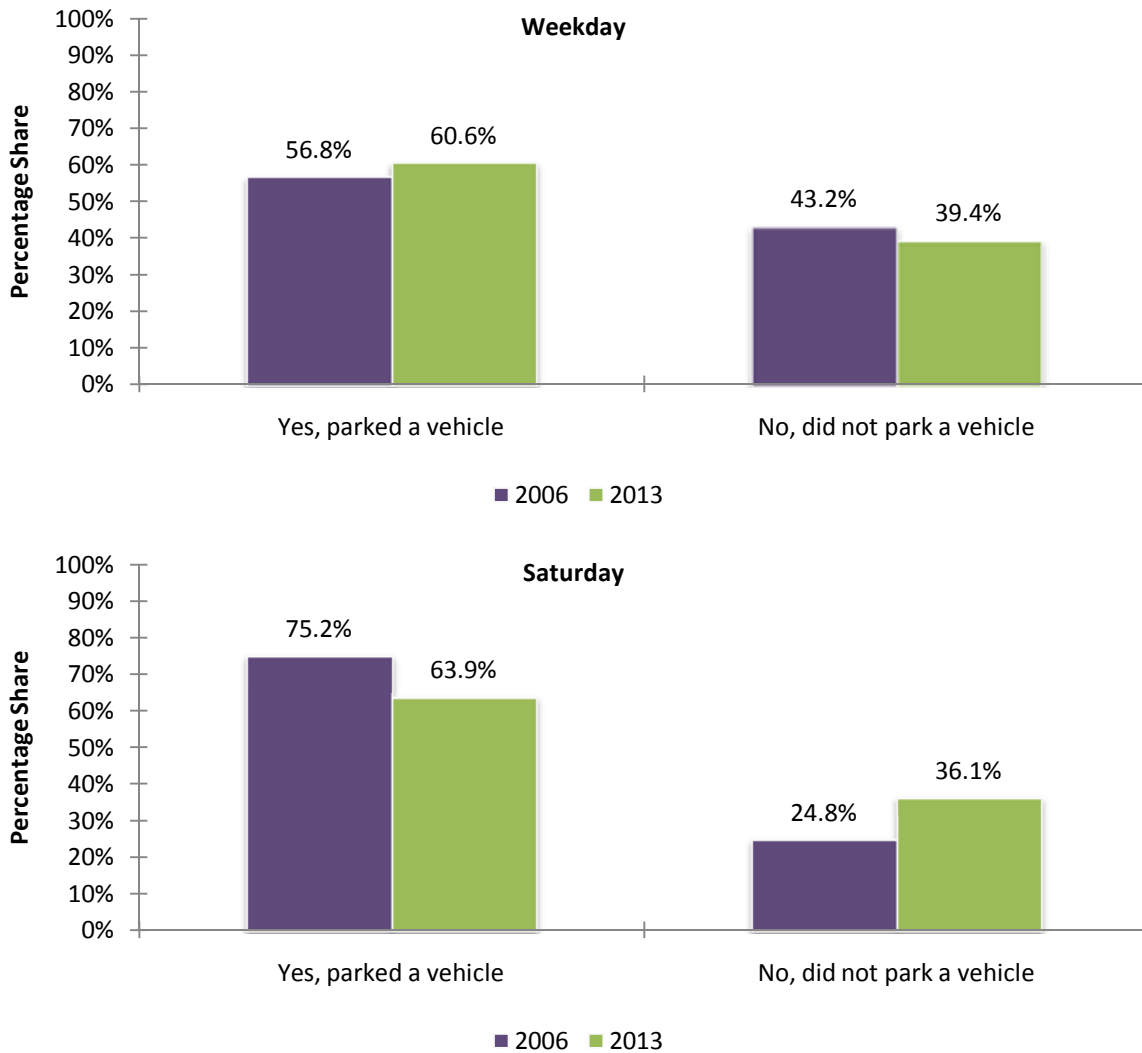


Figure 4-8 shows that, of those travelers who walked or rode bicycles onto the ferry, the percentage of them who parked a vehicle at the terminal increased between 2006 and 2013 for weekday travelers. The opposite, however, was true for Saturday travelers.

**Figure 4-8. San Juan Islands Corridor non-motorized boardings that parked a vehicle at terminal, weekday and Saturday survey periods (2006 and 2013)**



#### 4.1.4 Other Travel Characteristics

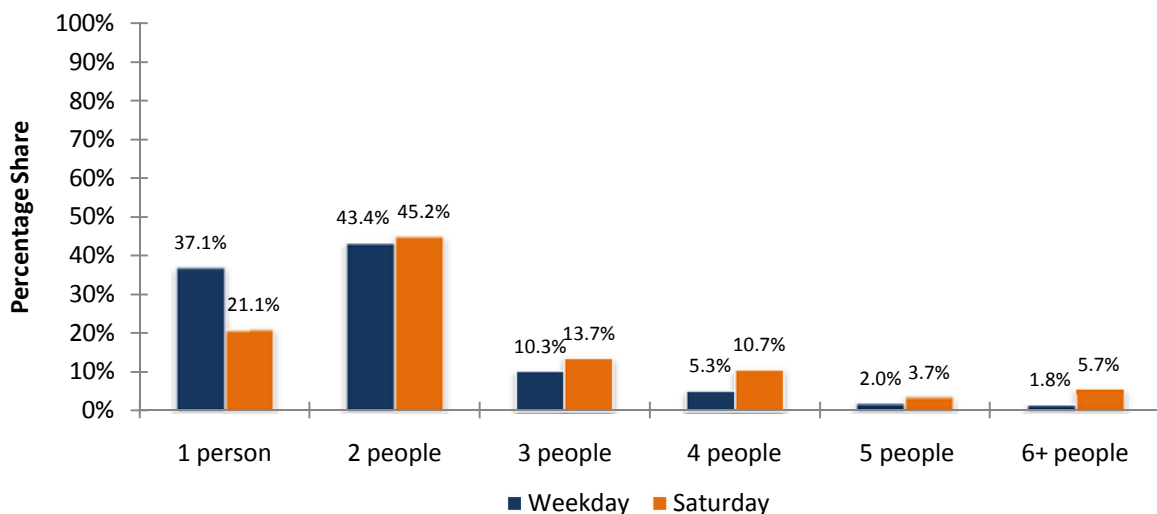
As shown on Table 4-6, the percentage of travelers who were on their preferred sailing increased between 2006 and 2013. On weekdays, the percentage increased from 80 percent to 83 percent, while on Saturdays the change was even greater, growing from 78 percent to 94 percent.

**Table 4-6. San Juan Islands Corridor trips preferred sailing, weekday and Saturday survey periods (2006 and 2013)**

Preferred Sailing	Drive	Walk/Bike	Total	All Boardings	
				2013	2006
Weekday					
Yes	2,764	568	3,332	82.7%	79.7%
No, different departure time	588	103	691	17.2%	19.0%
No, different route	4	0	4	0.1%	1.4%
Total	3,356	671	4,027	100%	100%
2013 Distribution	83.3%	16.7%	100%		
2006 Distribution	85.3%	14.7%	100%		
Saturday					
Yes	3,413	1,114	4,526	93.7%	77.6%
No, different departure time	200	100	300	6.2%	21.5%
No, different route	0	3	3	0.1%	0.9%
Total	3,613	1,217	4,830	100%	100%
2013 Distribution	74.8%	25.2%	100%		
2006 Distribution	81.4%	18.6%	100%		

As described in Figure 4-9, most travelers were either alone or with one other person. On weekdays, likely for work or school purposes, more people traveled alone than on Saturdays. Larger parties were more common on Saturdays, when recreation travel was higher.

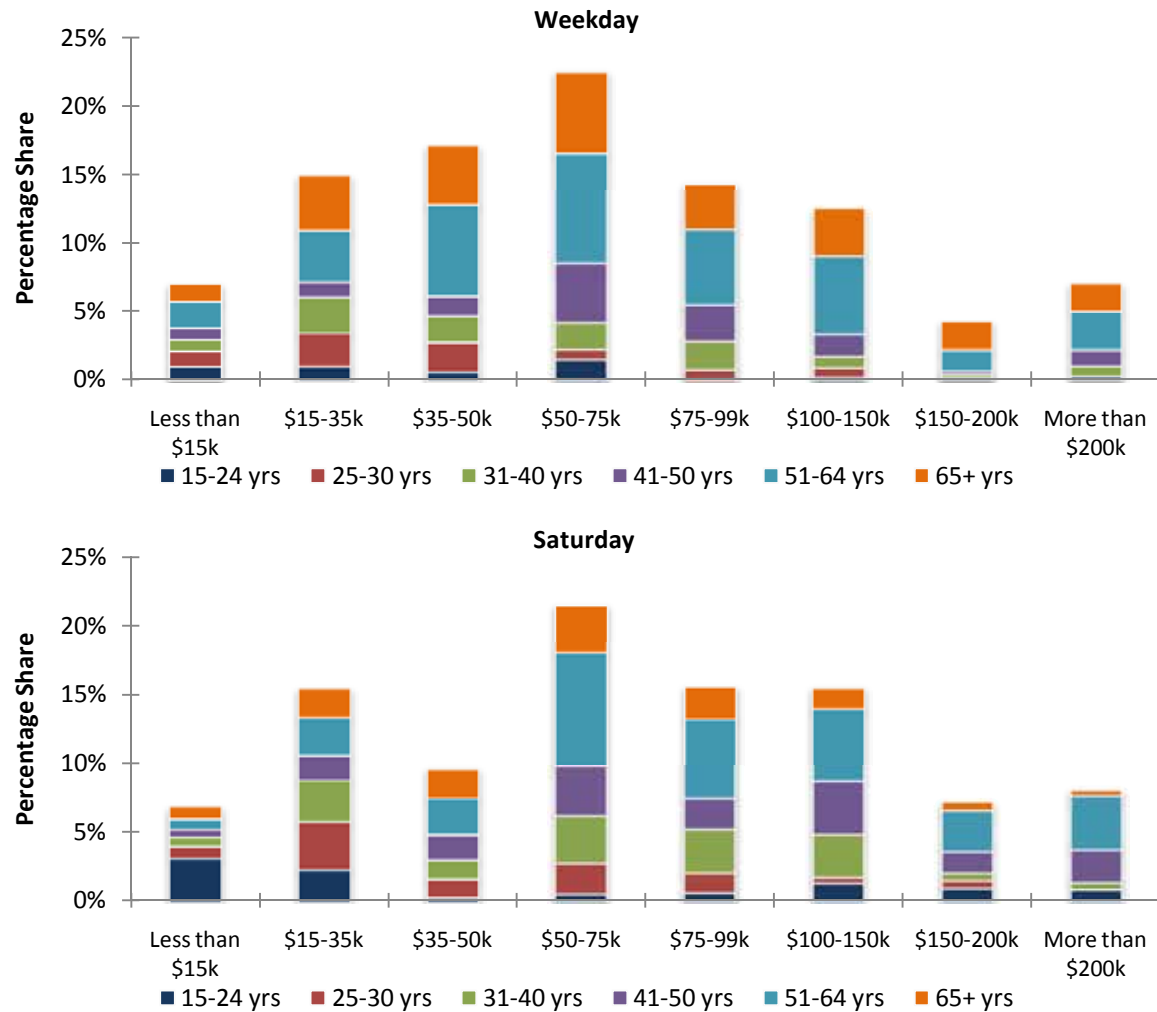
**Figure 4-9. San Juan Islands Corridor party size, weekday and Saturday survey periods (2013)**



#### 4.1.5 Demographic Characteristics

As shown in Figure 4-10, In general, travelers 51 to 64 years old are the major group using ferry both on weekdays and Saturday. Older travelers tended to belong in higher income categories on weekdays versus Saturdays. In particular, the highest proportion of travelers 65 years and older was in the second-highest annual income category (\$150,000 to \$200,000) on weekdays. Conversely, the youngest travelers (between 15 and 24 years of age) were proportionately represented in the lowest annual income category (less than \$15,000).

**Figure 4-10. San Juan Islands Corridor traveler age and income, weekday and Saturday survey periods (2013)**



## 4.2 Anacortes–San Juan Islands

### 4.2.1 Route Description

The Anacortes–San Juan Islands route connects Anacortes on the mainland with the San Juan Islands (Lopez, Shaw, Orcas, and San Juan). The ferry route takes 50 to 125 minutes one way and is between 11 and 17 nautical miles in length, depending on which terminals are served by the sailing. For 2013, the annual total ridership was 930,000 passengers plus 870,000 vehicle drivers for a total of 1,800,000 people, or about 4,900 riders per day. This compares to 4,500 riders per day in 2006 and 5,000 riders per day in 1999.

The route is served by 18 sailings per day each direction. The fare in October 2013 for a vehicle 14 to 22 feet including driver was between \$20.75 and \$43.85, depending on which island. The full fare for passengers was \$12.70.

This section provides some key trip-making characteristics of ferry riders on this route. In addition, the 2013 survey results are compared with key characteristics from the previous 2006 survey data to identify trends in trip-making on this route.

### 4.2.2 Trips by Purpose

As shown in Table 4-7, the most frequent weekday trip purpose was recreation/shopping (37 percent) which is a change from 2006 when work/school was the predominant weekday purpose. Recreation/shopping remains the predominant trip purpose for Saturday trips.

**Table 4-7. Anacortes–San Juan Islands trips by purpose and direction, weekday and Saturday survey periods (2006 and 2013)**

Direction	Work/ School	Personal Business/ Other	Recreation/ Shopping	Total	All Purposes	
					2013	2006
Weekday						
Eastbound	652	648	646	1,946	50.0%	50.0%
Westbound	575	594	780	1,949	50.0%	50.0%
Total	1,227	1,242	1,426	3,895	100%	100%
2013 Distribution	31.5%	31.9%	36.6%	100%		
2006 Distribution	37.6%	30.1%	32.3%	100%		
Saturday						
Eastbound	295	556	1,394	2,244	48.7%	49.5%
Westbound	331	515	1,514	2,360	51.3%	50.0%
Total	625	1,071	2,908	4,604	100%	100%
2013 Distribution	13.6%	23.3%	63.2%	100%		
2006 Distribution	12.8%	21.7%	65.6%	100%		

### 4.2.3 Frequency of Travel

Table 4-8 shows the frequency of travel for weekdays and Saturdays by trip purpose for 2006 and 2013. The majority (67 percent) of travelers used ferries one or two times per week on weekdays in 2013, a slight decrease from 68 percent in 2006. The percentage of travelers using ferries one or two times per week on Saturdays dropped by over 11 percent, from 83 percent in 2006 to 72 percent in 2013.

**Table 4-8. Anacortes–San Juan Islands one-way trips by purpose and frequency, weekday and Saturday survey periods (2006 and 2013)**

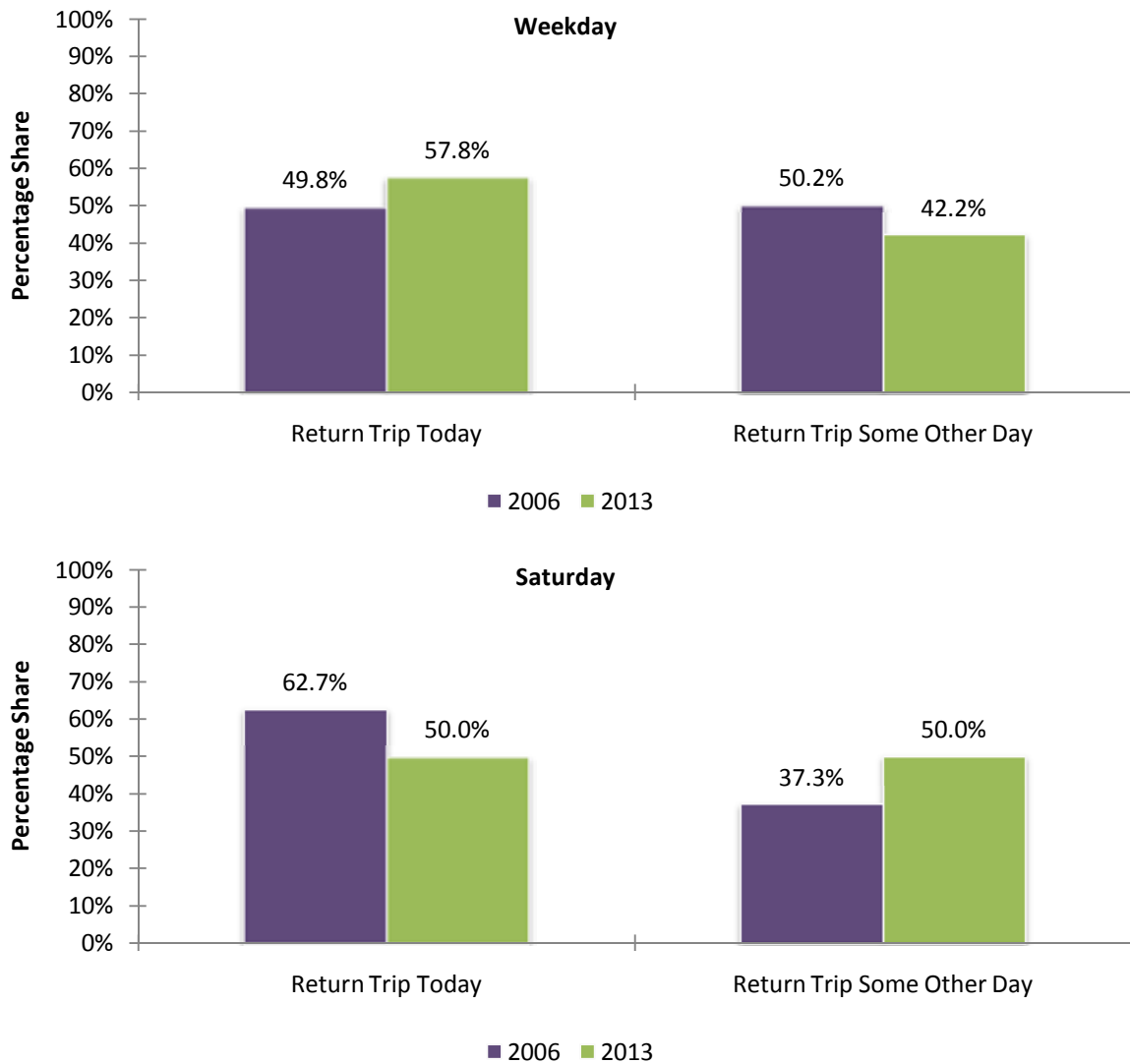
One-Way Trips	Work/ School	Personal Business/ Other	Recreation/ Shopping	Total	All Purposes		Work/School	
					2013	2006	2013	2006
Weekday								
1	264	454	645	1,364	41.5%	20.6%	24.2%	10.4%
2	177	312	335	824	25.1%	47.6%	16.2%	41.4%
3 to 4	266	182	108	555	16.9%	16.6%	24.3%	15.5%
5 to 6	163	60	36	260	7.9%	2.9%	15.0%	3.7%
7 to 8	79	23	9	111	3.4%	2.8%	7.3%	5.6%
9 to 10	104	9	2	115	3.5%	7.5%	9.5%	18.4%
11+	37	6	10	53	1.6%	2.0%	3.4%	5.0%
Total	1,091	1,048	1,145	3,283	100%	100%	100%	100%
2013 Distribution	33.2%	31.9%	34.9%	100%				
2006 Distribution	40.1%	28.5%	31.4%	100%				
Saturday								
1	227	410	1,012	1,649	47.2%	53.9%		
2	115	261	499	875	25.0%	29.6%		
3 to 4	86	198	399	684	19.6%	12.0%		
5 to 6	58	29	108	195	5.6%	1.1%		
7 to 8	26	0	27	53	1.5%	1.4%		
9 to 10	10	0	3	14	0.4%	0.3%		
11+	9	3	12	24	0.7%	1.8%		
Total	532	901	2,061	3,494	100%	100%		
2013 Distribution	15.2%	25.8%	59.0%	100%				
2006 Distribution	12.6%	22.6%	64.8%	100%				



#### 4.2.4 Round-Trip Patterns

The percentage of weekday ferry travelers making a round-trip on the same day versus some other day grew from 50 percent in 2006 to 58 percent in 2013, as shown in Figure 4-11. Conversely, the shift in the Saturday round-trip pattern resulted in a decrease of same-day round-trips from 63 percent in 2006 to 50 percent in 2013.

**Figure 4-11. Anacortes–San Juan Islands round-trip patterns by day, weekday and Saturday survey periods (2006 and 2013)**



As shown in Figure 4-12, the vast majority (96 percent) of round-trip ferry travelers used the same route for both legs of the trip. This situation was true for both weekday and Saturday travelers, and the results are relatively unchanged from 2006.

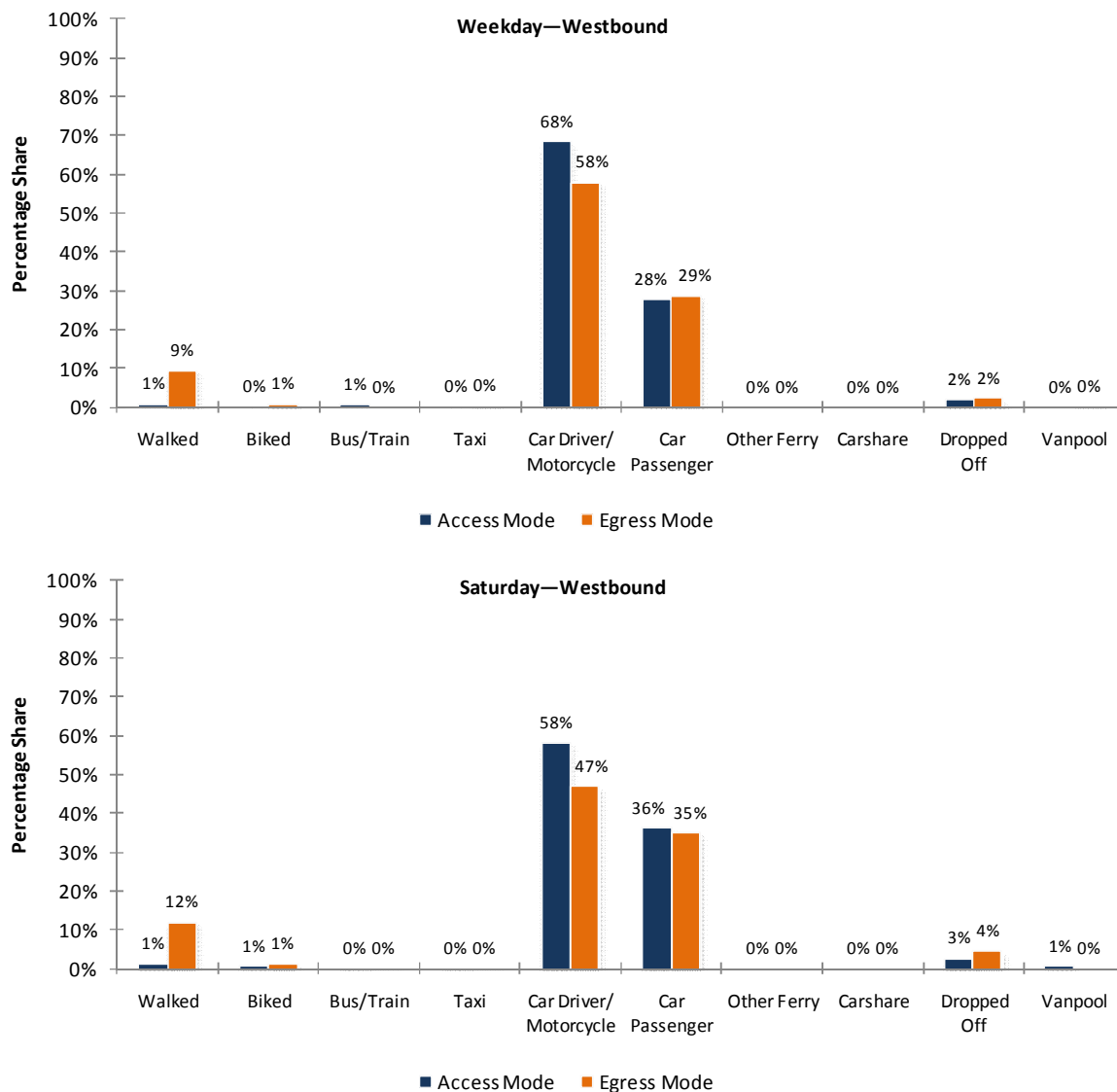
**Figure 4-12. Anacortes–San Juan Islands round-trip patterns by route, weekday and Saturday survey periods (2006 and 2013)**



#### 4.2.5 Access, Egress, and Boarding Modes

Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant westbound mode of access and egress in 2013, as shown in Figure 4-13. On weekdays, 68 percent of ferry travelers drove to the ferry, and an additional 28 percent were passengers in a private vehicle. Leaving the ferry, 58 percent were drivers while 29 percent were passengers. Likely due to the higher proportion of recreation and shopping trips on Saturdays versus weekdays, Saturdays exhibit a higher share of automobile passengers (and higher vehicle occupancy) for access and egress than on weekdays. Walk egress was higher than walk access in the westbound direction. Walk egress was higher than walk access in the westbound direction.

**Figure 4-13. Anacortes–San Juan Islands westbound trips by access and egress modes, weekday and Saturday survey periods (2013)**



Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant eastbound mode of access and egress in 2013, as shown in Figure 4-14. On weekdays, 63 percent of ferry travelers drove to the ferry, and an additional 26 percent were passengers in a private vehicle. Leaving the ferry, 63 percent were drivers while 30 percent were passengers. Likely due to the higher proportion of recreation and shopping trips on Saturdays versus weekdays, Saturdays exhibit a higher share of automobile passengers (and higher vehicle occupancy) for access and egress than on weekdays. Walk access was higher than walk egress in the eastbound direction.

**Figure 4-14. Anacortes–San Juan Islands eastbound trips by access and egress modes, weekday and Saturday survey periods (2013)**

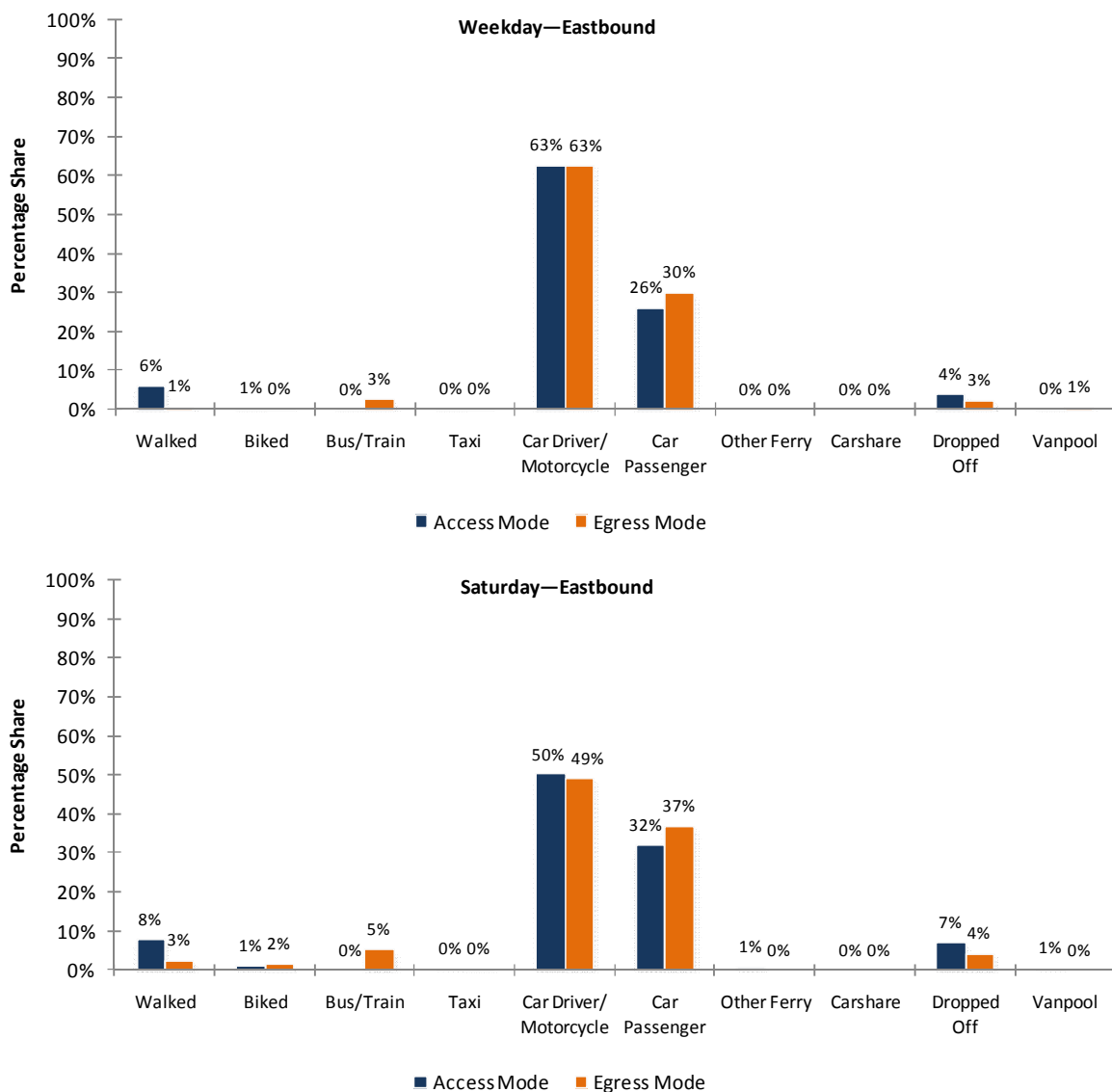


Table 4-9 shows the access mode and boarding method for weekdays and Saturdays in 2006 and 2013. As shown in the table, most travelers boarded the ferry by driving on. In 2013, this method accounted for 84 percent and 75 percent of boardings on weekdays and Saturdays, respectively. On weekdays and Saturdays, the walk-on share of boardings increased between 2006 and 2013.

**Table 4-9. Anacortes–San Juan Islands access mode and boarding methods, weekday and Saturday survey periods (2006 and 2013)**

Access Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	137	0	137	3.5%	5.1%
Biked	0	0	16	16	0.4%	0.0%
Bus/Train	5	8	0	13	0.3%	2.4%
Taxi	0	6	0	6	0.1%	0.0%
Car Driver/Motorcycle	2,283	267	0	2,551	65.5%	62.6%
Car Passenger	979	73	0	1,052	27.0%	29.9%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	117	0	117	3.0%	.
Vanpool	0	3	0	3	0.1%	
Total	3,267	612	16	3,895	100%	100%
2013 Distribution	83.9%	15.7%	0.4%	100%		
2006 Distribution	85.1%	14.6%	0.3%	100%		
Saturday						
Walked	0	208	0	208	4.5%	2.1%
Biked	0	3	36	39	0.8%	0.1%
Bus/Train	4	1	0	5	0.1%	0.7%
Taxi	0	11	1	12	0.3%	0.0%
Car Driver/Motorcycle	2,078	400	21	2,499	54.3%	54.7%
Car Passenger	1,353	212	7	1,572	34.2%	42.4%
Other Ferry	0	22	0	22	0.5%	
Carshare	0	0	0	0	0.0%	
Dropped Off	3	218	0	221	4.8%	
Vanpool	0	26	0	26	0.6%	
Total	3,438	1,101	65	4,604	100%	100%
2013 Distribution	74.7%	23.9%	1.4%	100%		
2006 Distribution	80.7%	17.9%	1.4%	100%		

Table 4-10 shows the egress mode and boarding method for weekdays and Saturdays in 2006 and 2013. On both weekdays and Saturdays, the walk-off share of boardings increased between 2006 and 2013.

**Table 4-10. Anacortes–San Juan Islands egress mode and boarding methods, weekday and Saturday survey periods (2006 and 2013)**

Egress Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	203	0	203	5.2%	4.2%
Biked	0	11	11	22	0.6%	0.4%
Bus/Train	4	49	0	53	1.4%	0.9%
Taxi	0	12	0	12	0.3%	0.3%
Car Driver/Motorcycle	2,207	136	5	2,347	60.3%	62.4%
Car Passenger	1,054	92	0	1,146	29.4%	31.7%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	94	0	94	2.4%	
Vanpool	2	15	0	17	0.4%	
Total	3,267	612	16	3,895	100%	100%
2013 Distribution	83.9%	15.7%	0.4%	100%		
2006 Distribution	84.8%	14.9%	0.3%	100%		
Saturday						
Walked	0	344	0	344	7.5%	6.6%
Biked	0	2	64	66	1.4%	1.4%
Bus/Train	8	112	0	120	2.6%	0.6%
Taxi	0	11	1	13	0.3%	0.2%
Car Driver/Motorcycle	2,009	197	0	2,207	47.9%	50.0%
Car Passenger	1,420	230	0	1,650	35.8%	41.1%
Other Ferry	0	0	0	0	0.0%	
Carshare	0	0	0	0	0.0%	
Dropped Off	0	204	0	204	4.4%	
Vanpool	0	0	0	0	0.0%	
Total	3,438	1,101	65	4,604	100%	100%
2013 Distribution	74.7%	23.9%	1.4%	100%		
2006 Distribution	80.1%	18.5%	1.4%	100%		

Table 4-11 and Table 4-12 show access and egress modes used across the entire ferry trip for weekdays and Saturdays, respectively. For walk-on boardings (on weekdays and Saturdays), the percentage of travelers leaving the destination terminal on foot was higher than the percentage arriving at the origin terminal on foot. This was also true for travelers using bus or other transit modes to/from the terminal.

**Table 4-11. Anacortes–San Juan Islands trips by access mode to ferry—boarding method—egress mode from ferry, weekday all-day survey period (2013)**

Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (16.1% of total boardings)					
Pedestrian	21.8%	Pedestrian	97.4%	Pedestrian	32.4%
Bicycle	2.6%	Pedestrian w/ Bicycle	2.6%	Bicycle	3.6%
By Bus/Transit	1.3%			By Bus/Transit	7.8%
By Vehicle	73.7%			By Vehicle	53.8%
Vanpool	0.5%			Vanpool	2.4%
Carshare	0.0%			Carshare	0.0%
Other Ferry	0.0%			Other Ferry	0.0%
In-Vehicle Boardings (83.9% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	70.0%	In-Vehicle	100.0%
		Vehicle Passengers	30.0%		

*Note: Average vehicle occupancy (AVO) was 1.43 for the weekday all-day survey period.*

**Table 4-12. Anacortes–San Juan Islands trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)**

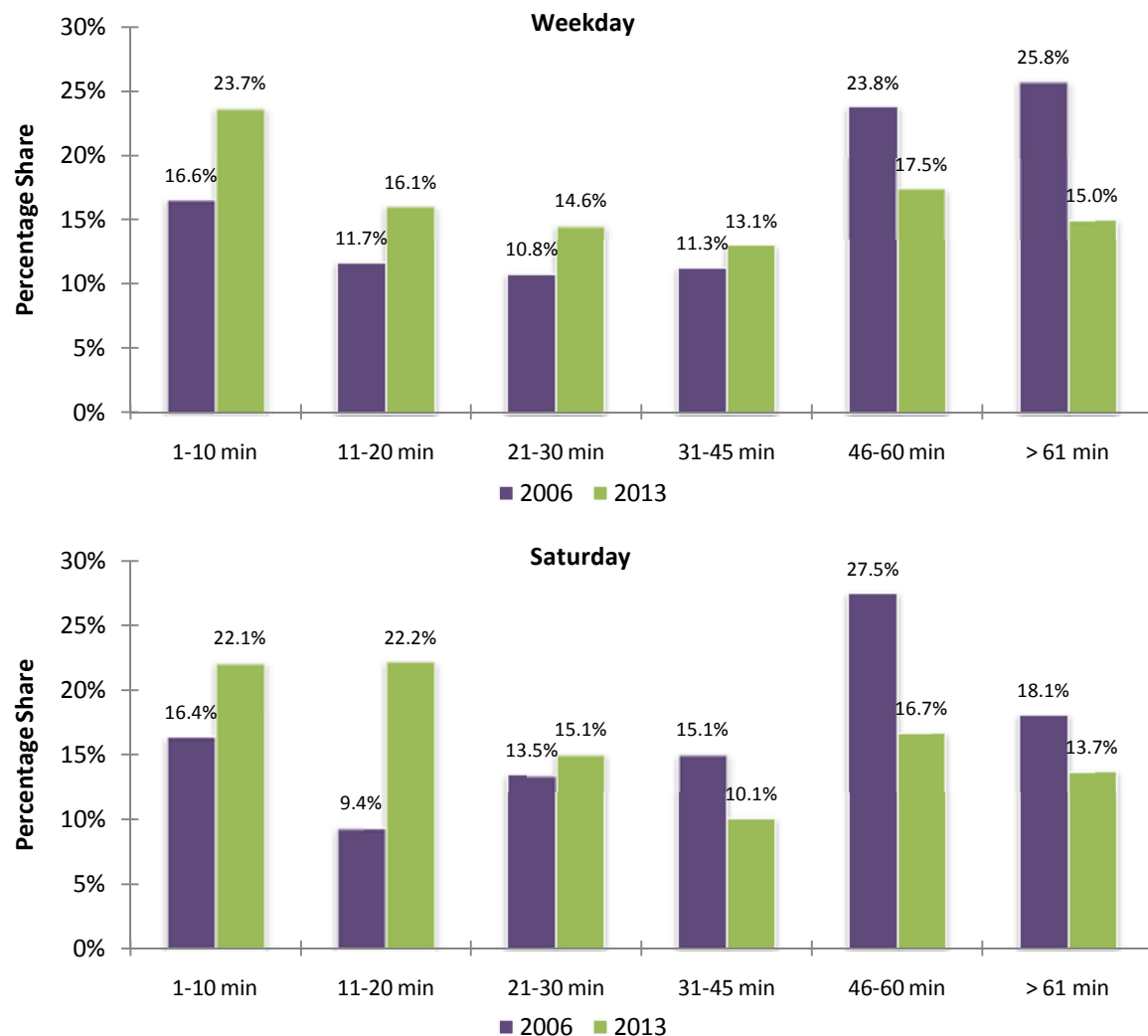
Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (25.3% of total boardings)					
Pedestrian	17.8%	Pedestrian	94.4%	Pedestrian	29.5%
Bicycle	3.3%	Pedestrian w/ Bicycle	5.6%	Bicycle	5.7%
By Bus/Transit	0.1%			By Bus/Transit	9.6%
By Vehicle	74.7%			By Vehicle	55.2%
Vanpool	2.2%			Vanpool	0.0%
Carshare	0.0%			Carshare	0.0%
Other Ferry	1.8%			Other Ferry	0.0%
In-Vehicle Boardings (74.7% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	60.6%	In-Vehicle	100.0%
		Vehicle Passengers	39.4%		

*Note: Average vehicle occupancy (AVO) was 1.65 for the Saturday survey period.*

## 4.2.6 Wait Time

Respondents were asked the amount of time they spent waiting before boarding the ferry. Figure 4-15 shows the frequency distribution of perceived wait time (in minutes) for 2006 and 2013. In 2013, 32 percent of weekday ferry passengers waited for more than 45 minutes, which was a decrease from 2006, when 50 percent of weekday riders waited for more than 45 minutes. A similar trend was seen on Saturdays, with 46 and 30 percent of ferry passengers waiting for more than 45 minutes in 2006 and 2013, respectively.

**Figure 4-15. Anacortes–San Juan Islands trips by wait time, weekday and Saturday survey periods (2006 and 2013)**

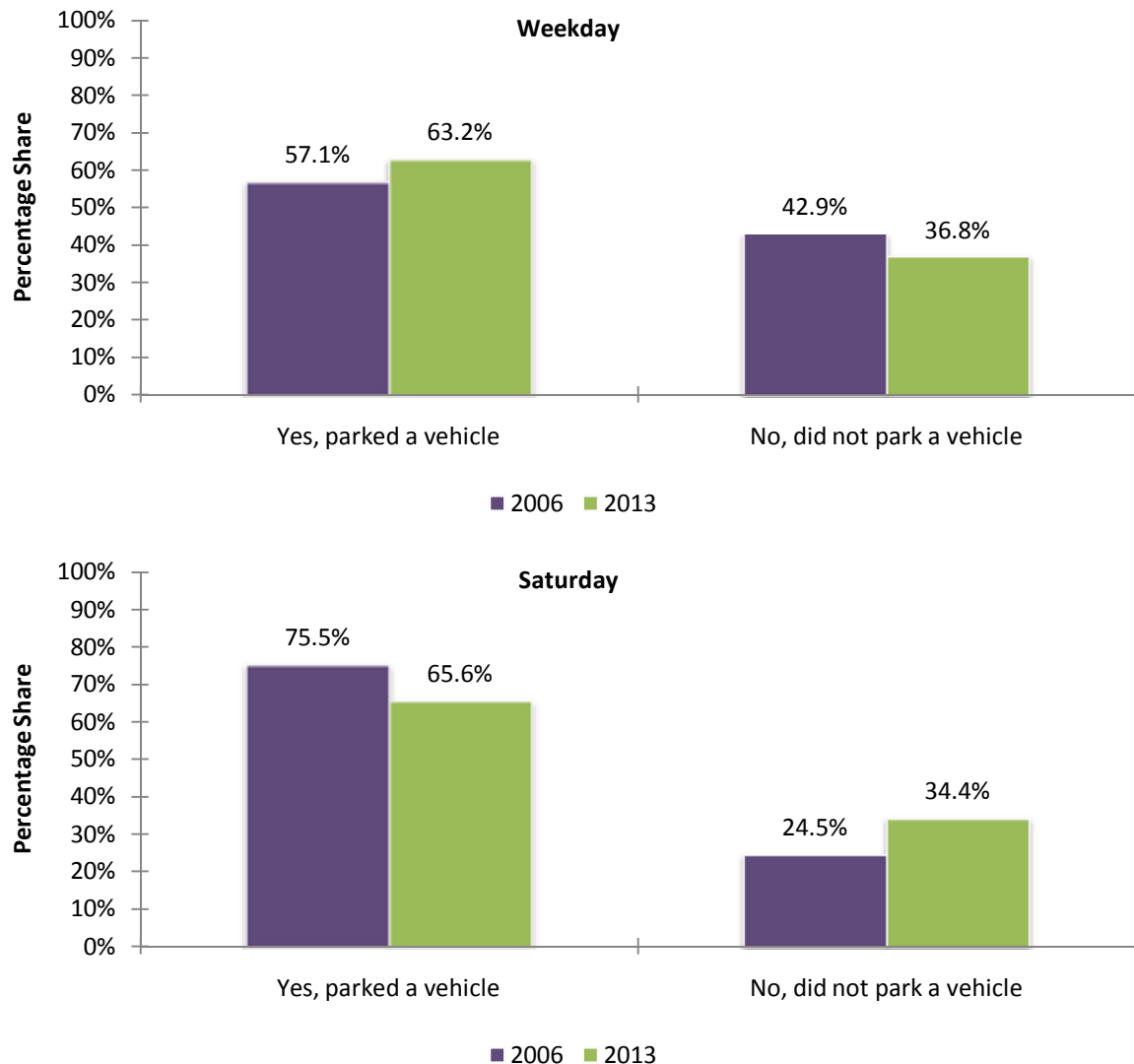


## 4.2.7 Parking

Figure 4-16 presents the percentage of riders who boarded by foot or bicycle who parked or did not park a vehicle at the terminal. About 63 percent of the weekday ferry passengers parked a vehicle in the 2013 survey, compared with about 57 percent in 2006. On Saturdays, those who parked a vehicle decreased from 75 percent to 66 percent.



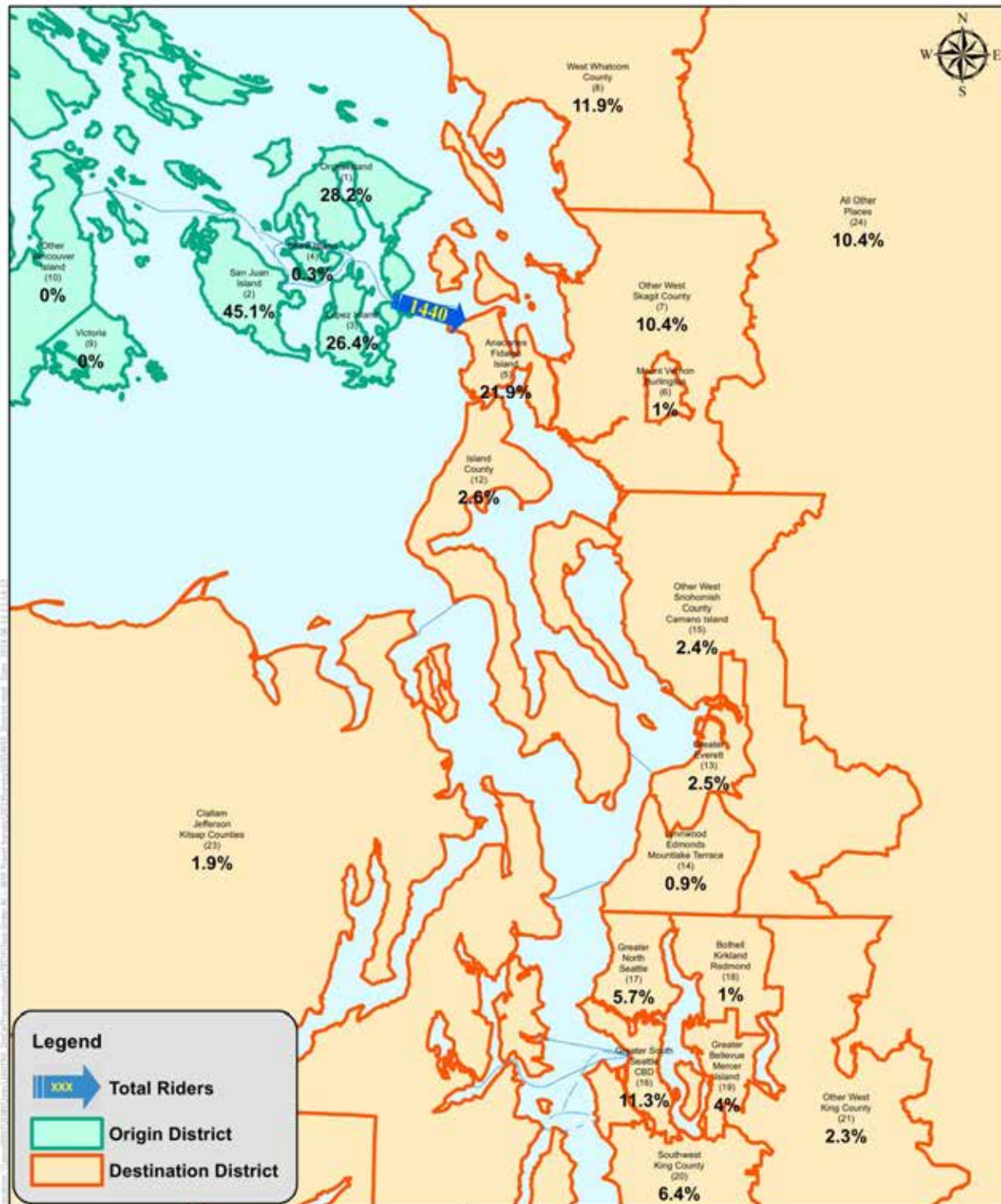
**Figure 4-16. Anacortes–San Juan Islands non-motorized boardings that parked a vehicle at terminal, weekday and Saturday survey periods (2006 and 2013)**



#### 4.2.8 Weekday Travel Patterns—Eastbound

Figure 4-17 presents the origins and destinations of weekday PM peak-period eastbound trips by district. This information is presented in tabular format in Table 4-13. The major origins were San Juan and Orcas Islands, while the major destinations were Anacortes/Fidalgo Island, West Whatcom County, and the greater Seattle area. Origin and destination locations by boarding mode are shown in Figure 4-18. Walk boarding origins were generally concentrated near the Friday Harbor ferry terminal, while the primary walk-off destination was Anacortes.

Figure 4-17. Anacortes–San Juan Islands eastbound origin and destination districts, weekday all-day survey period



**Table 4-13. Anacortes–San Juan Islands eastbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼		Destination District ►																		Origin Total	Origin Percent Share	
			Anacortes / Fidalgo Island	Mount Vernon/Burlington	Other W Skagit Co.	W Whatcom Co.	Other BC / Canada	Island Co.	Greater Everett	Lynnwood / Edmonds / Mountlake Terrace	Other W Snohomish Co. / Camano Island	Greater S Seattle / CBD	Greater N Seattle	Bothell-Kirkland / Redmond	Greater Bellevue / Mercer Island	SW King Co.	Other W King Co.	W Pierce / Thurston Co.	Clallam/Jefferson / Kitsap Co.			All Other Places
			5	6	7	8	11	12	13	14	15	16	17	18	19	20	21	22	23			24
Orcas Island	1	78	2	48	39	6	5	10	2	12	56	23	7	20	38	2	11	13	32	406	28.2%	
San Juan Island	2	119	8	42	83		32	11	7	19	61	47		33	47	32	14	10	85	650	45.1%	
Lopez Island	3	119	4	60	47			15	4	4	45	12	7	4	7		15	4	33	380	26.4%	
Shaw Island	4	2																2		4	0.3%	
Destination Total		316	14	150	171	6	38	37	13	35	162	82	15	57	92	34	42	28	149			
Destination Percent Share		21.9%	1.0%	10.4%	11.9%	0.4%	2.6%	2.5%	0.9%	2.4%	11.3%	5.7%	1.0%	4.0%	6.4%	2.3%	2.9%	1.9%	10.4%			

Figure 4-18. Anacortes–San Juan Islands eastbound origin and destination locations by boarding mode, weekday all-day survey period

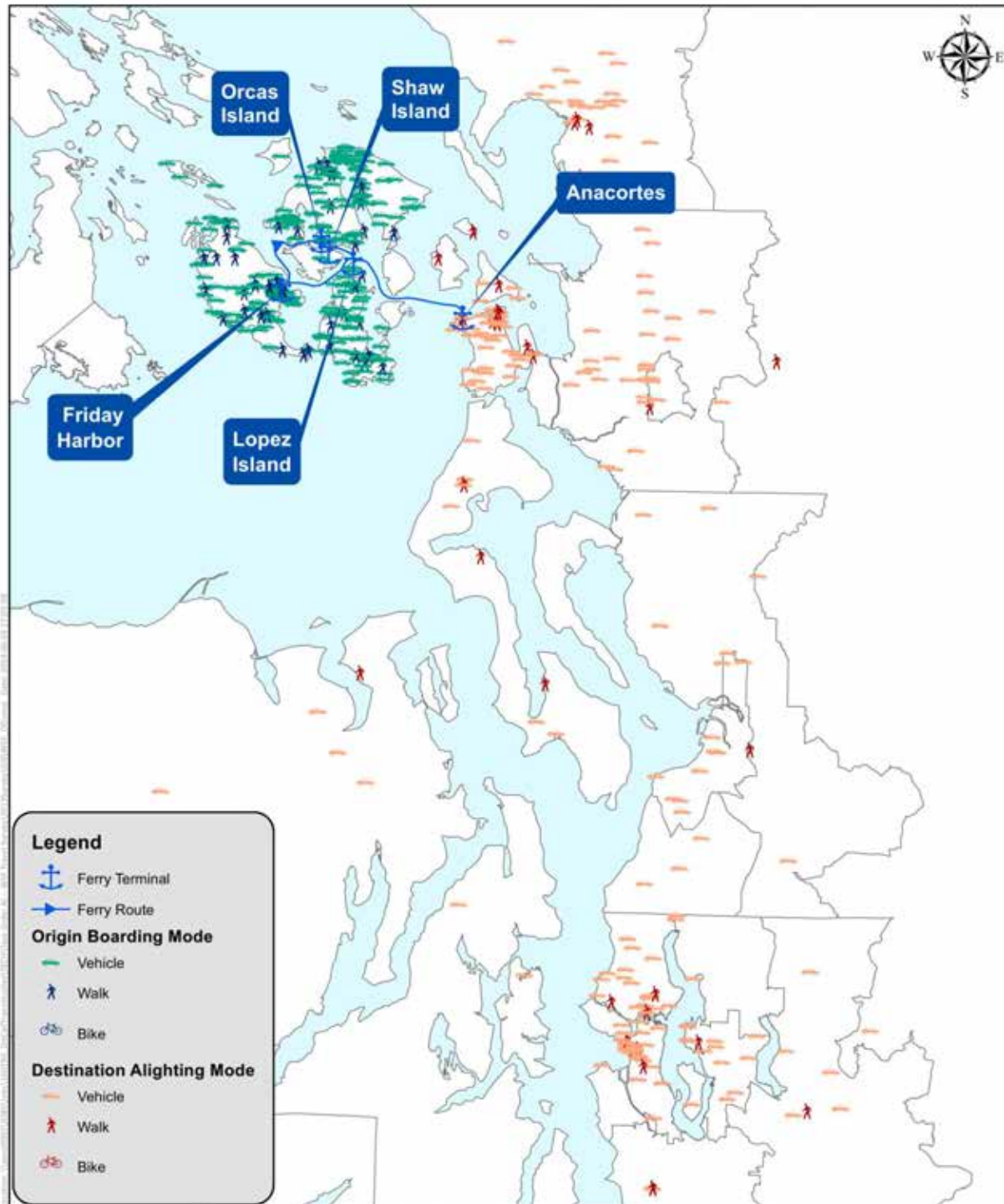
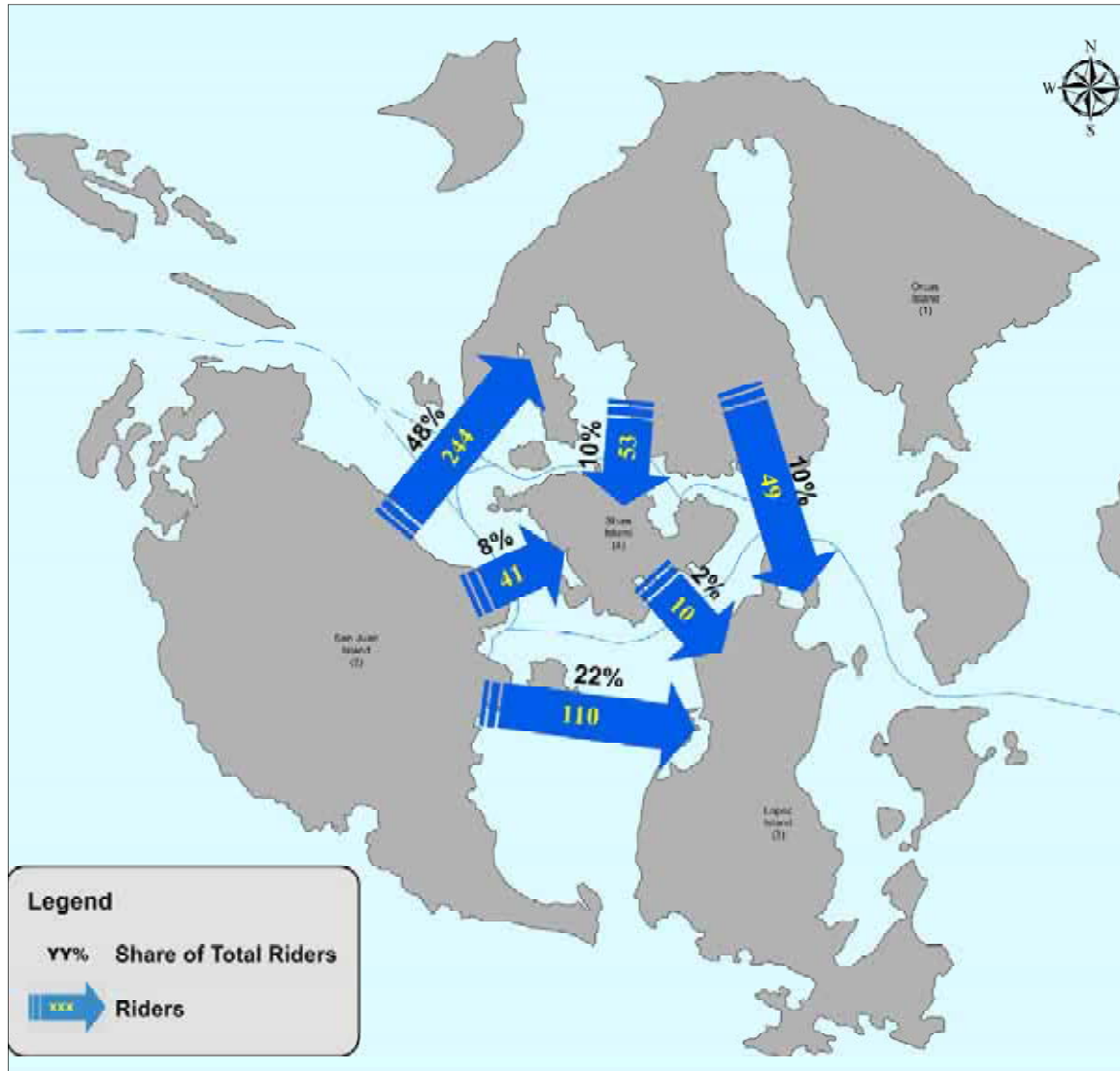


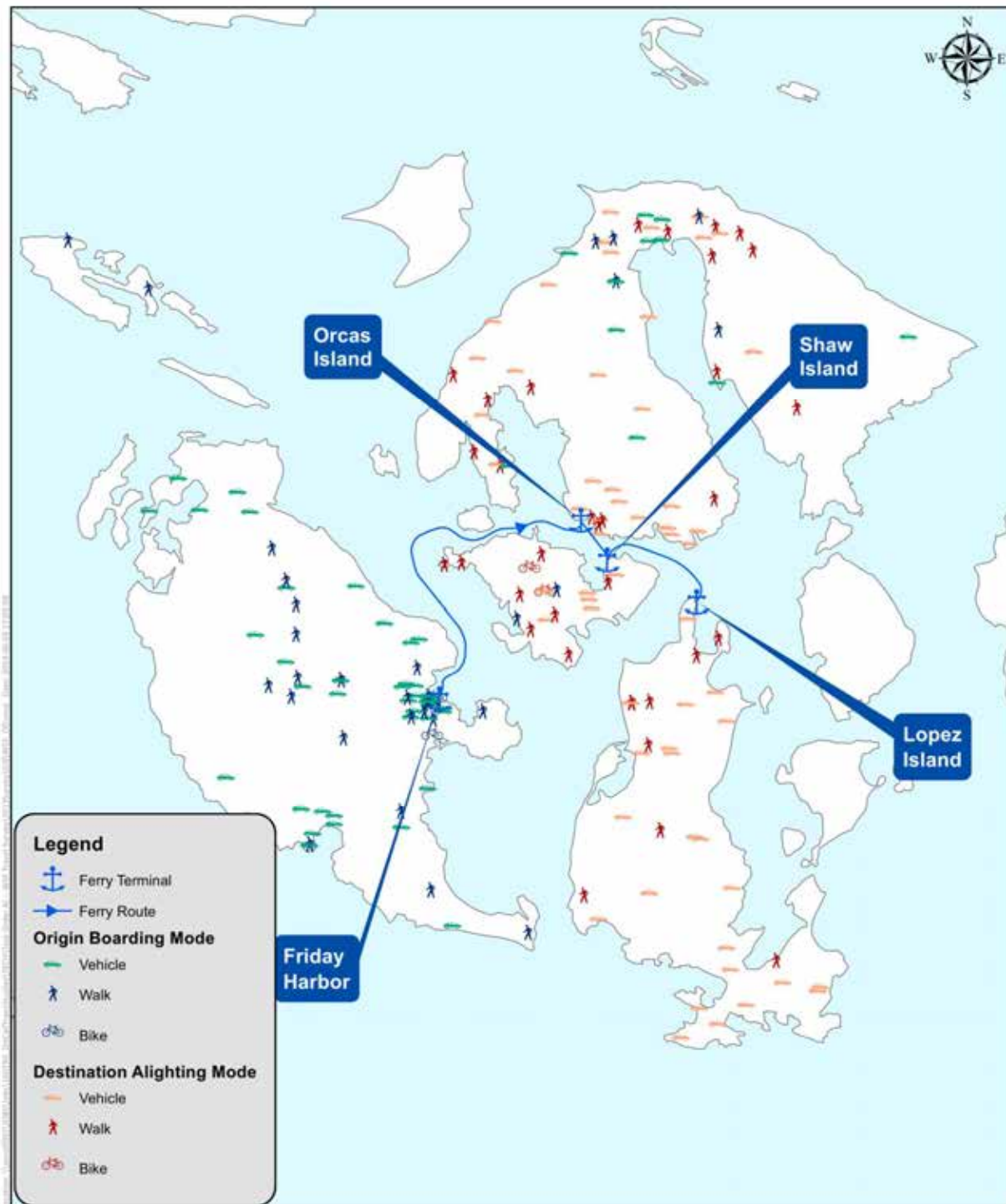
Figure 4-19 presents the origins and destinations of weekday inter-island eastbound trips by island. This information is presented in tabular format in Table 4-14. Origin and destination locations by boarding mode are shown in Figure 4-20. The major origin was San Juan Island (78 percent of trip origins), while the major destinations were Orcas and Lopez Islands.

**Figure 4-19. San Juan Inter-Island eastbound origin and destination districts, weekday all-day survey period****Table 4-14. San Juan Inter-Island eastbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼ \ Destination District ►		Orcas Island	Lopez Island	Shaw Island	Origin Total	Origin Percent Share
		1	3	4		
Orcas Island	1		49	53	101	20.0%
San Juan Island	2	244	110	41	395	78.0%
Shaw Island	4		10		10	1.9%
Destination Total		244	169	94	506	100%
Destination Percent Share		48.2%	33.3%	18.5%	100%	



Figure 4-20. San Juan Inter-Island eastbound origin and destination locations by boarding mode, weekday all-day survey period



#### 4.2.9 Weekday Travel Patterns—Westbound

Figure 4-21 presents the origins and destinations of weekday westbound trips by district. This information is presented in tabular format in Table 4-15. The major origins were Anacortes/Fidalgo Island, West Skagit County, and the greater Seattle area, while primary destinations were San Juan and Orcas Islands. Origin and destination locations by boarding mode are shown in Figure 4-22. Walk boarding origins were concentrated in Anacortes, while the walk-off destinations were fairly dispersed.

**Legend**

- Total Riders
- Origin District
- Destination District

**Map Data:**

Origin District	Count	Percentage
Other Puget Sound	150	0%
Victoria	9	0%
San Juan Island	2	44.5%
San Juan Island	2	2.7%
San Juan Island	4	33.3%
San Juan Island	5	19.5%
Island County	12	1.9%
West Whittier County	8	10.6%
Other West Skagit County	17	12%
Mount Vernon	6	2.5%
Other West Snohomish County	15	2.7%
Western Everett	13	2.2%
Whitwood Edmonds	14	2.6%
Greater North Seattle	17	3.6%
Bothell Kirkland Redmond	18	2.7%
Greater South Seattle CBD	18	10.4%
Greater Bellevue Mercer Island	19	4%
Southwest King County	20	11.4%
Other West King County	21	1%
Clallam Jefferson Kitsap Counties	23	1.6%
All Other Places	24	6.2%



**Table 4-15. Anacortes–San Juan Islands westbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼ \ Destination District ►		Orcas Island	San Juan Island	Lopez Island	Shaw Island	Origin Total	Origin Percent Share
		1	2	3	4		
Anacortes / Fidalgo Island	5	68	137	89	20	313	19.9%
Mount Vernon/Burlington	6	5	25	9		39	2.5%
Other W Skagit County	7	66	76	46		188	12.0%
W Whatcom County	8	67	88	11		166	10.6%
Other BC / Canada	11	6	17			24	1.5%
Island County	12	13	9	9		30	1.9%
Greater Everett	13	6	20	9		35	2.2%
Lynnwood / Edmonds / Mountlake Terrace	14	10	25	6		42	2.6%
Other W Snohomish County / Camano Island	15	2	17	23		42	2.7%
Greater S Seattle / CBD	16	41	76	34	12	163	10.4%
Greater N Seattle	17	17	40			57	3.6%
Bothell-Kirkland / Redmond	18	12	20	11		43	2.7%
Greater Bellevue / Mercer Island	19		28	23	11	62	4.0%
SW King County	20	122	40	17		180	11.4%
Other W King County	21	6	9			15	1.0%
W Pierce / Thurston Counties	22	22	28			50	3.2%
Clallam/Jefferson / Kitsap Counties	23	20	6			26	1.6%
All Other Places	24	39	38	21		98	6.2%
Destination Total		522	699	306	43	1,571	100%
Destination Percent Share		33.3%	44.5%	19.5%	2.7%	100%	

Figure 4-22. Anacortes–San Juan Islands westbound origin and destination locations by boarding mode, weekday all-day survey period

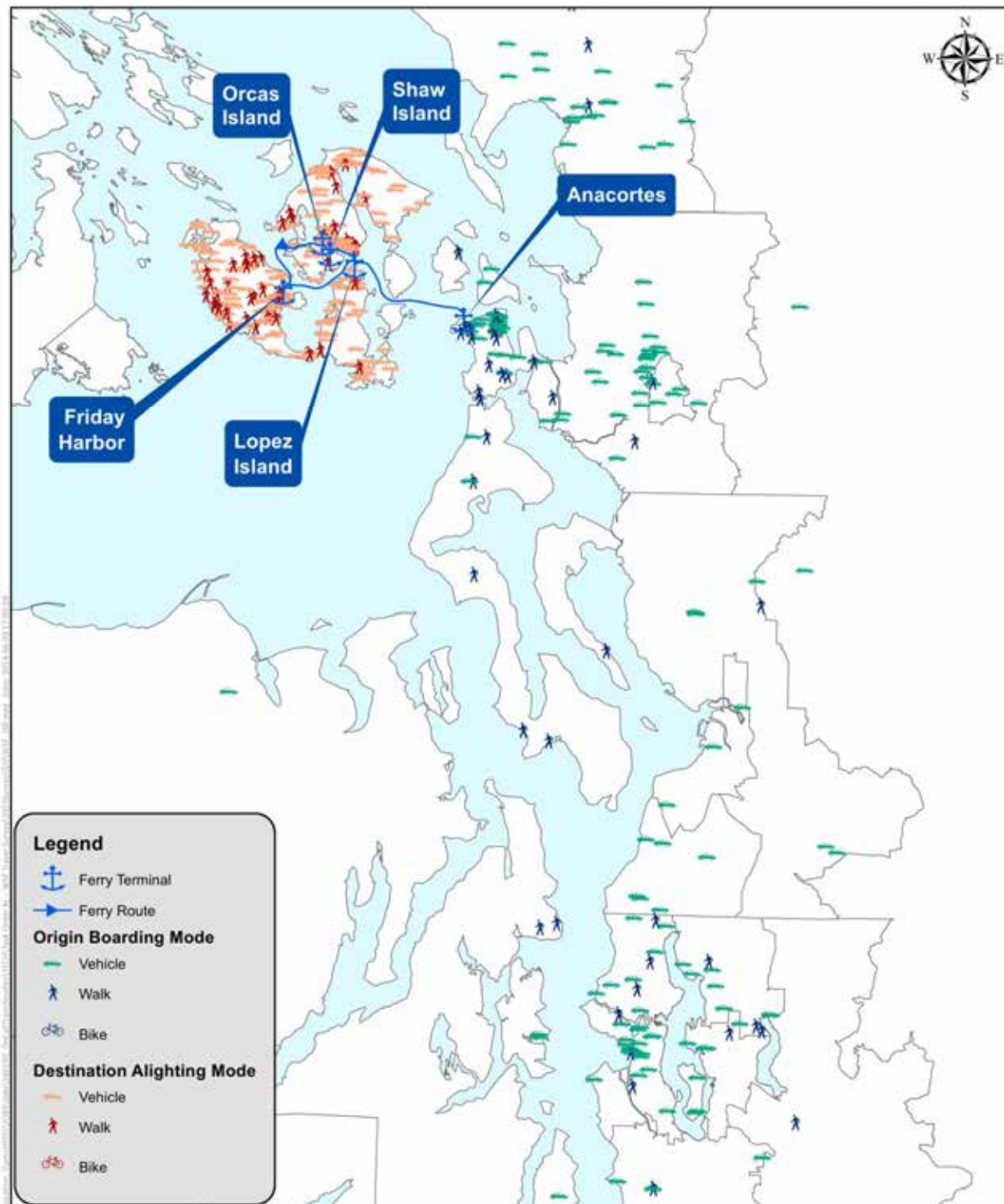
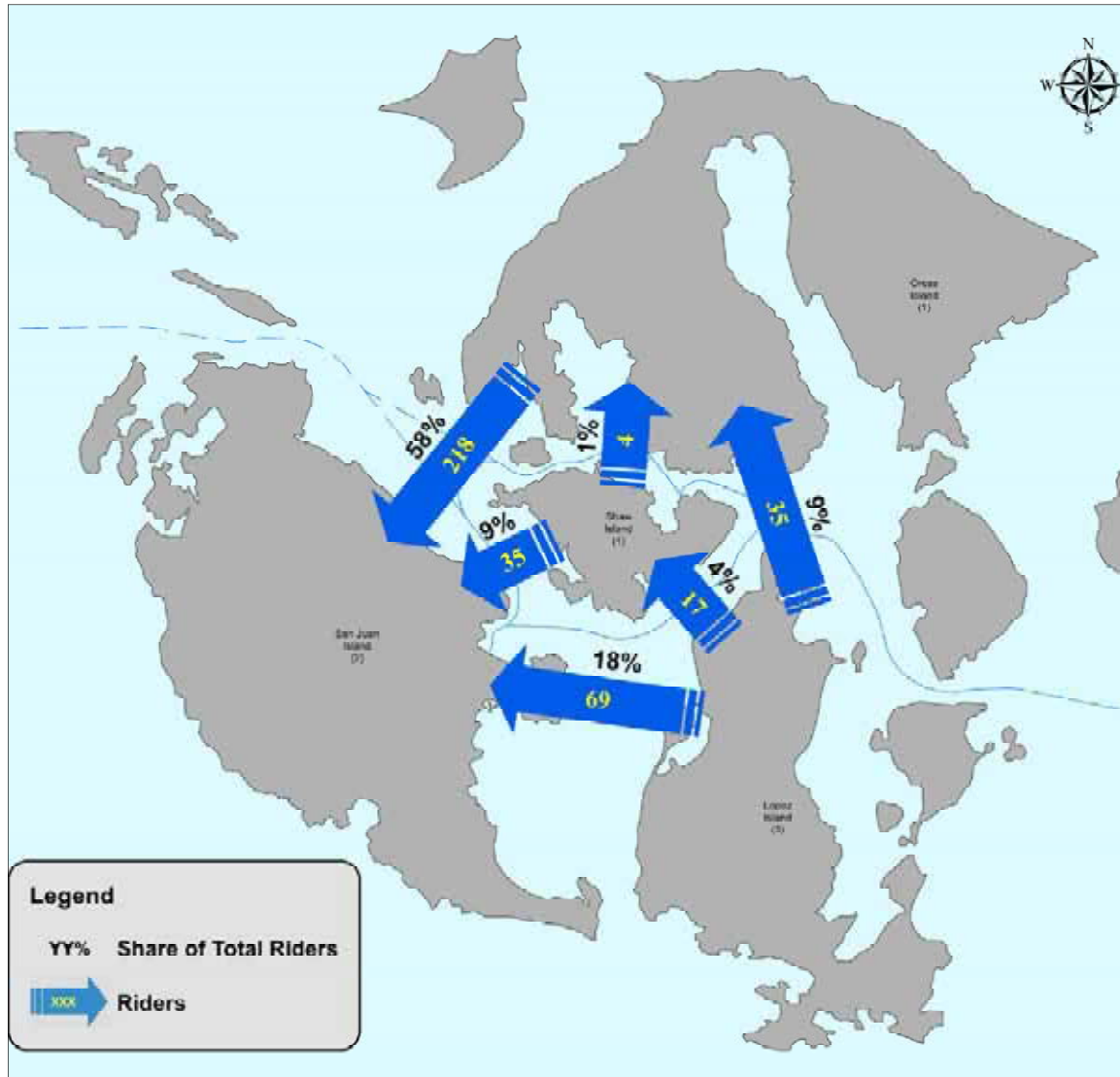
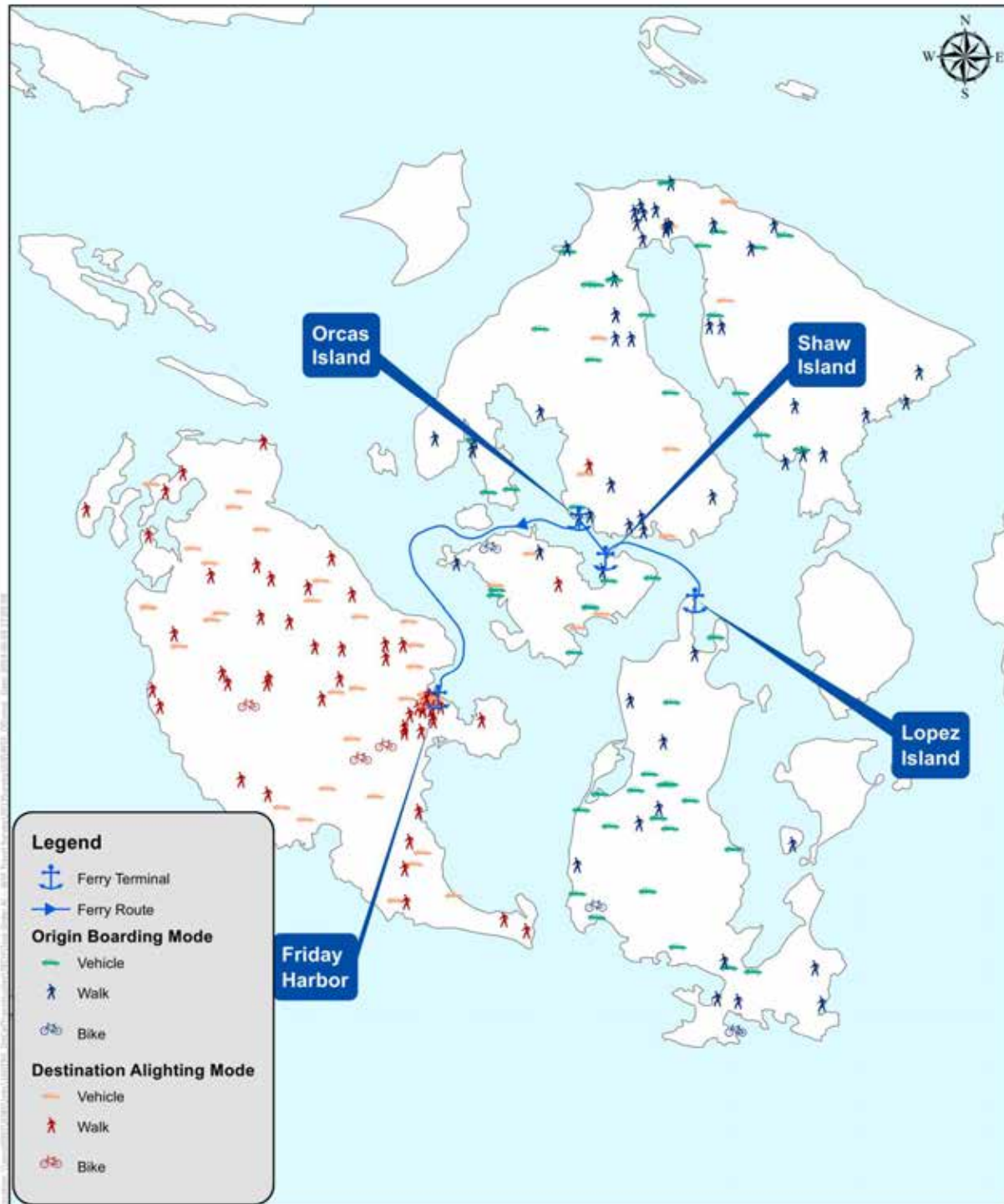


Figure 4-23 presents the origins and destinations of weekday inter-island westbound trips by island. This information is presented in tabular format in Table 4-16. Origin and destination locations by boarding mode are shown in Figure 4-24. The major origins were Orcas and Lopez Islands, while the major destination was San Juan Island (85 percent of trips).

**Figure 4-23. San Juan Inter-Island westbound origin and destination districts, weekday all-day survey period****Table 4-16. San Juan Inter-Island westbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼ \ Destination District ➤		Destination District			Origin Total	Origin Percent Share
		Orcas Island	San Juan Island	Shaw Island		
		1	2	4		
Orcas Island	1		218		218	57.7%
Lopez Island	3	35	69	17	121	32.0%
Shaw Island	4	4	35		39	10.3%
Destination Total		39	322	17	378	100%
Destination Percent Share		10.3%	85.1%	4.5%	100%	

Figure 4-24. San Juan Inter-Island westbound origin and destination locations by boarding mode, weekday all-day survey period

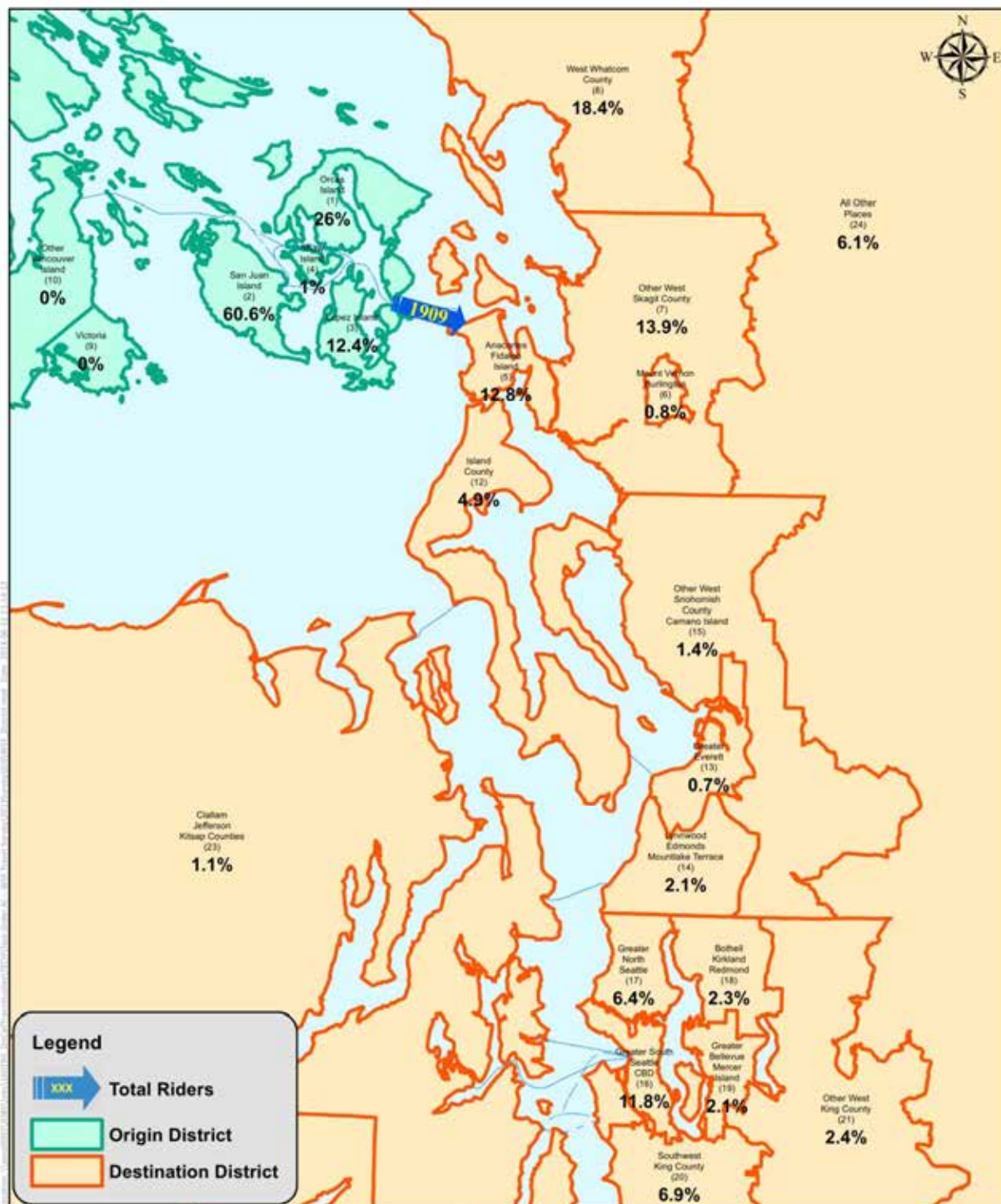


#### 4.2.10 Saturday Travel Patterns—Eastbound

Figure 4-25 presents the origins and destinations of Saturday eastbound trips by district. This information is presented in tabular format in Table 4-17. The major origins were San Juan and Orcas Islands, while the major destinations were Anacortes/Fidalgo Island, West Skagit County, West Whatcom County, and the greater Seattle area. Origin and destination locations by boarding mode are shown in Figure 4-26. Walk boarding origins were generally concentrated near the Friday Harbor and Orcas Island ferry terminals, while the primary walk-off destination was Anacortes.



Figure 4-25. Anacortes–San Juan Islands eastbound origin and destination districts, Saturday survey period



**Table 4-17. Anacortes–San Juan Islands eastbound total boardings by origin and destination district, Saturday survey period**

<div> <div>Destination District ►</div> <div>Origin District ▼</div> </div>		Anacortes / Fidalgo Island	Mount Vernon/Burlington	Other W Skagit Co.	W Whatcom Co.	Other BC / Canada	Island Co.	Greater Everett	Lynnwood / Edmonds / Mountlake Terrace	Other W Snohomish Co. / Camano Island	Greater S Seattle / CBD	Greater N Seattle	Bothell-Kirkland / Redmond	Greater Bellevue / Mercer Island	SW King Co.	Other W King Co.	W Pierce / Thurston Co.	Clallam/Jefferson / Kitsap Co.	All Other Places	Origin Total	Origin Percent Share
		5	6	7	8	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Orcas Island	1	59	10	88	37	11	7	4	11	6	52	47	9	25	37	17	42	13	20	496	26.0%
San Juan Island	2	135	5	166	291		71		29	20	140	47	19	16	91		58	9	59	1,158	60.6%
Lopez Island	3	44		12	15		15	9			32	28	16		4	30			32	237	12.4%
Shaw Island	4	6			8														4	18	1.0%
Destination Total		244	15	266	352	11	93	13	40	26	225	123	44	41	132	47	100	22	116	1,909	100%
Destination Percent Share		12.8%	0.8%	13.9%	18.4%	0.6%	4.9%	0.7%	2.1%	1.4%	11.8%	6.4%	2.3%	2.1%	6.9%	2.4%	5.2%	1.1%	6.1%	100%	

Figure 4-26. Anacortes–San Juan Islands eastbound origin and destination locations by boarding mode, Saturday survey period

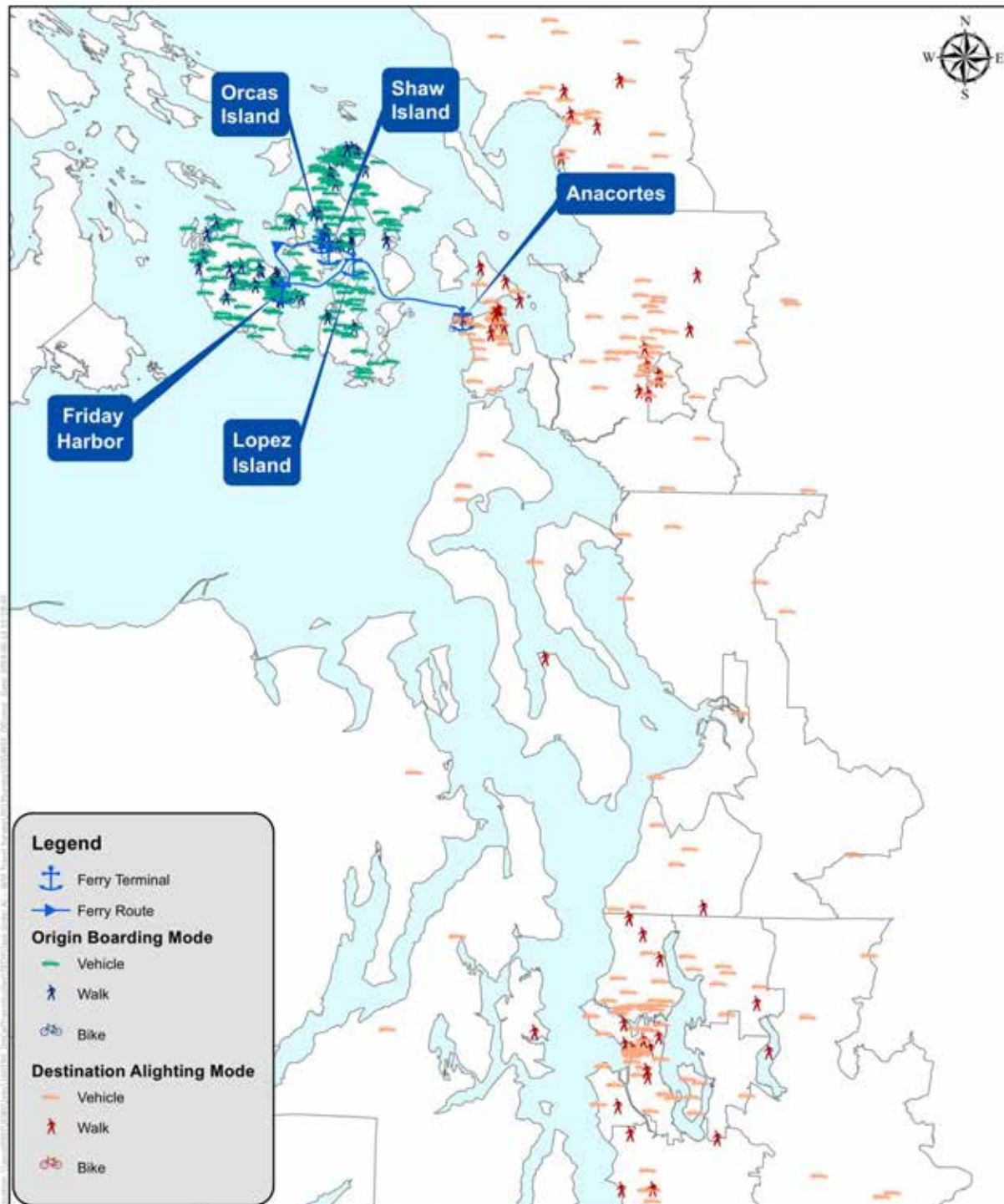


Figure 4-27 presents the origins and destinations of Saturday inter-island eastbound trips by island. This information is presented in tabular format in Table 4-18. Origin and destination locations by boarding mode are shown in Figure 4-28. The major origin was San Juan Island (74 percent of trip origins), while the major destinations were Orcas and Lopez Islands.



Figure 4-27. San Juan Inter-Island eastbound origin and destination districts, Saturday survey period

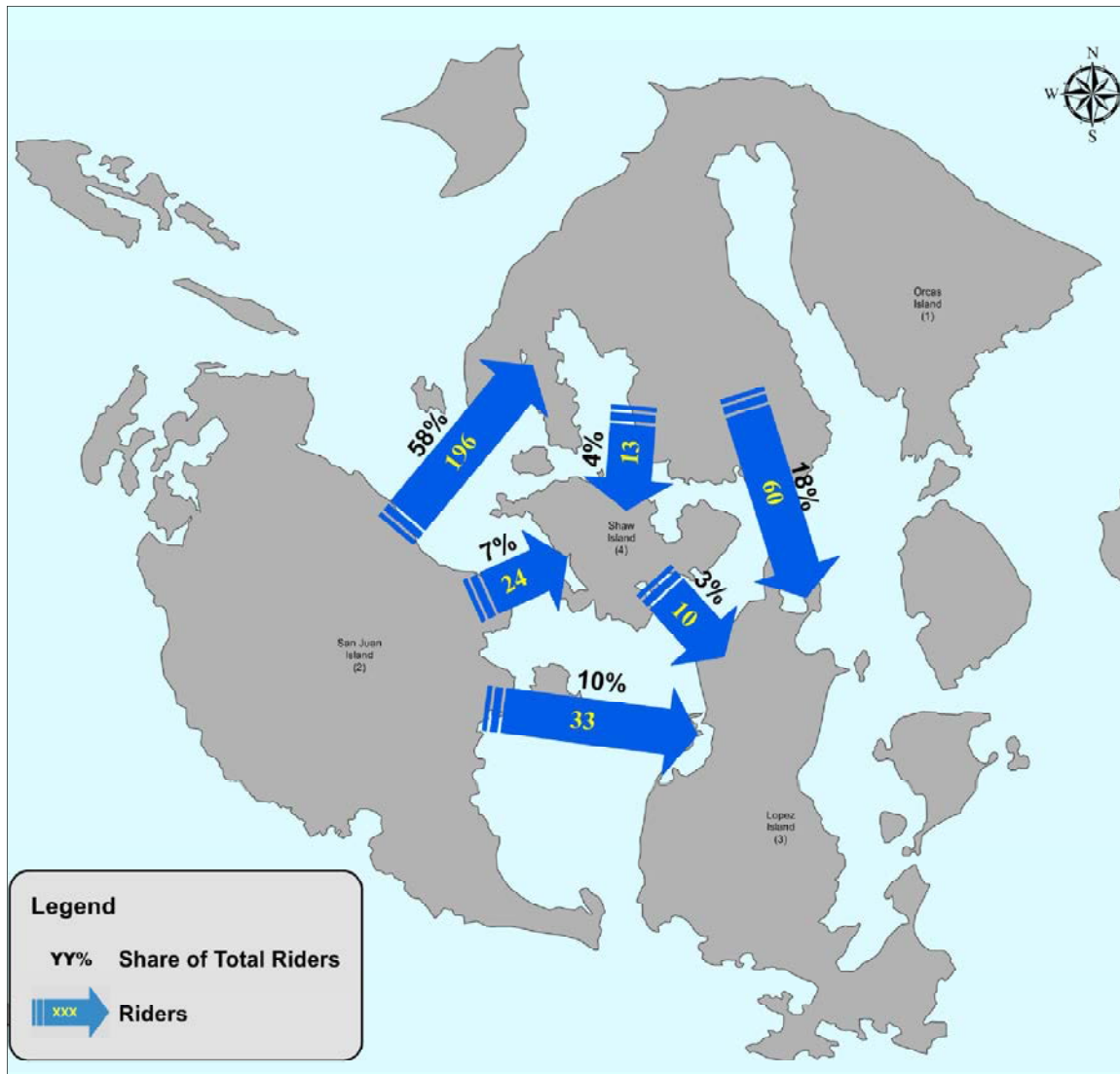
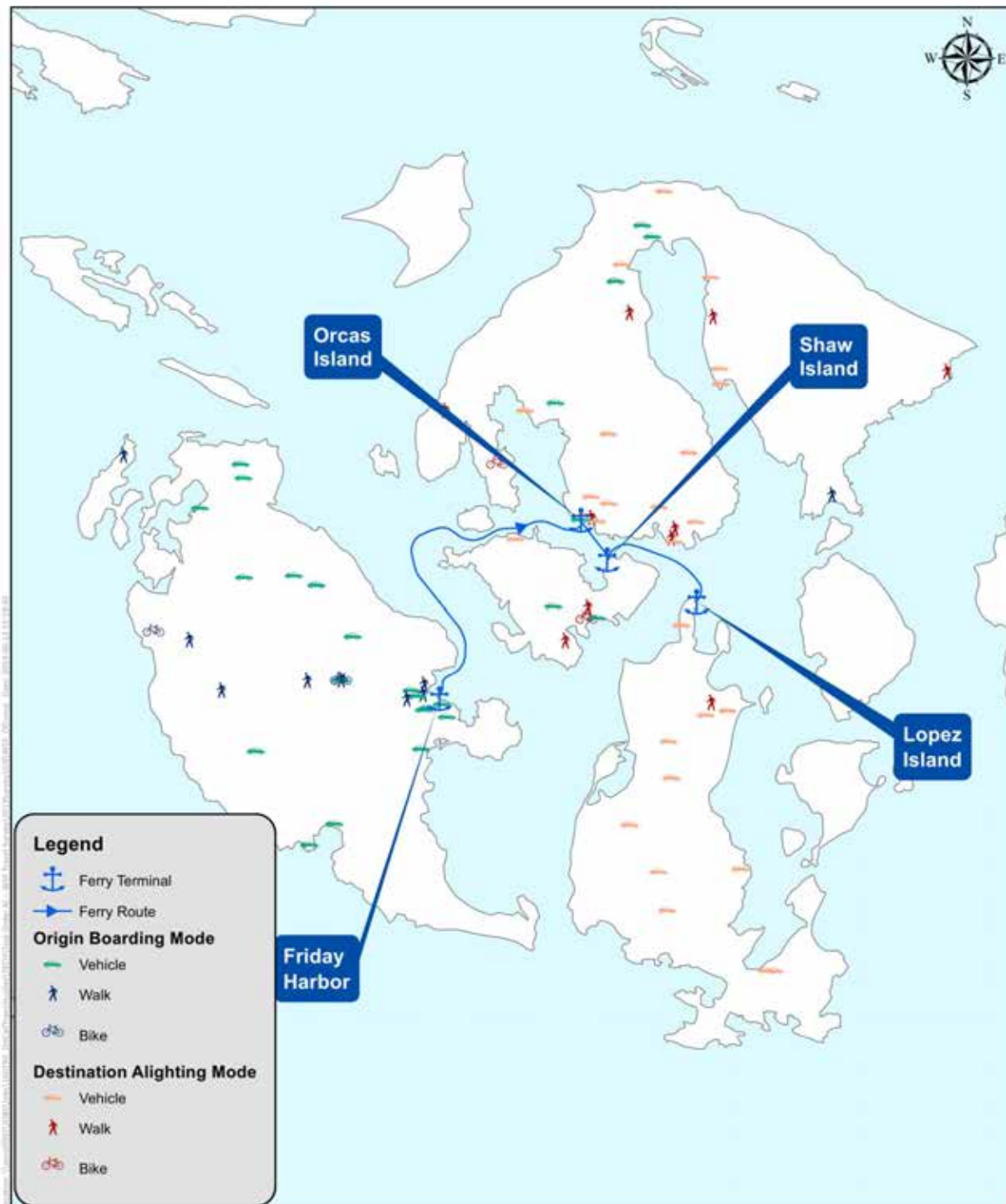


Table 4-18. San Juan Inter-Island eastbound total boardings by origin and destination district, Saturday survey period

Origin District ▼ \ Destination District ►		Destination District			Origin Total	Origin Percent Share
		Orcas Island 1	Lopez Island 3	Shaw Island 4		
Orcas Island	1		60	13	73	21.7%
San Juan Island	2	196	33	24	252	75.3%
Shaw Island	4		10		10	3.0%
Destination Total		196	103	37	335	100%
Destination Percent Share		58.4%	30.6%	11.0%	100%	

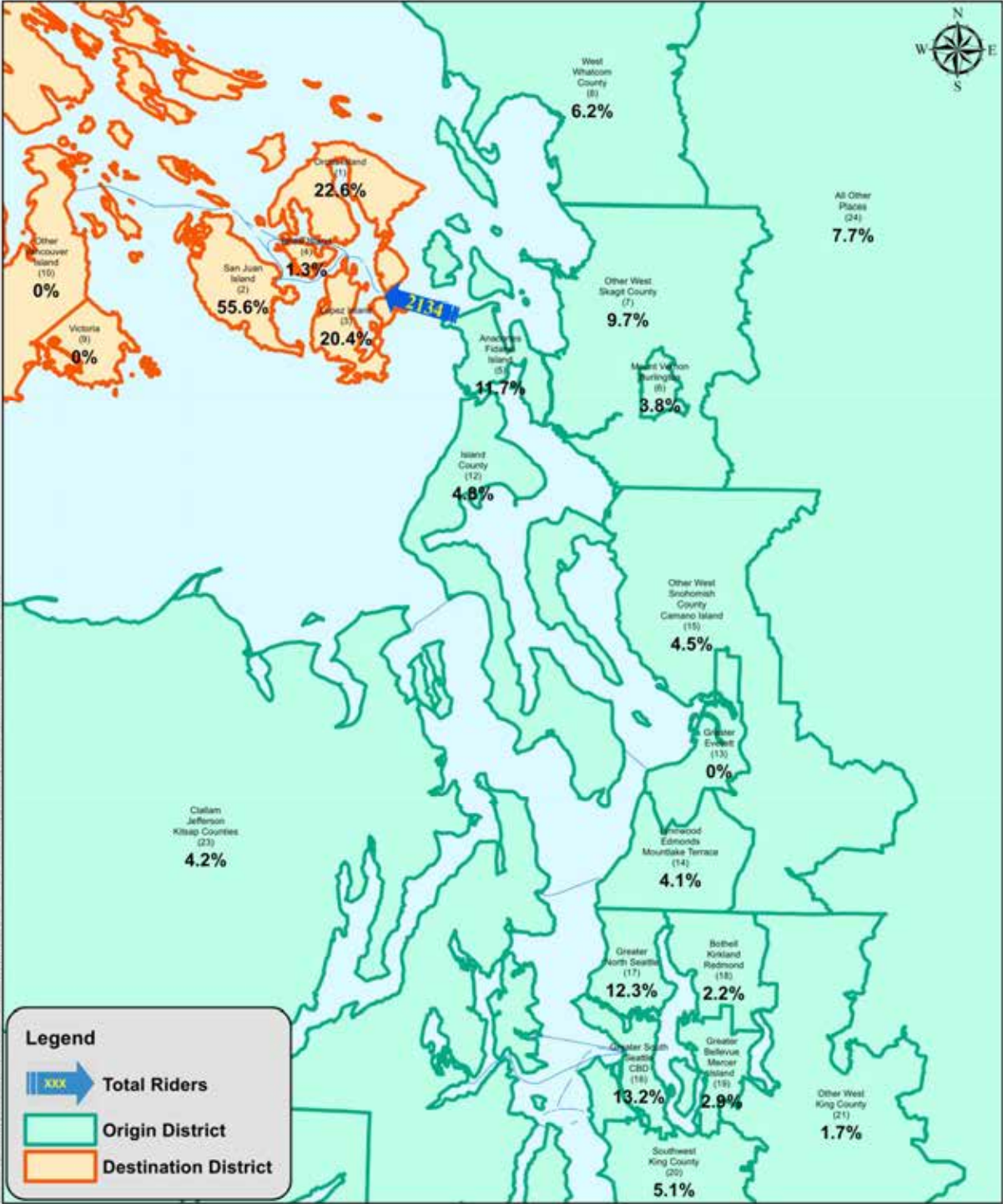
Figure 4-28. San Juan Inter-Island eastbound origin and destination locations by boarding mode, Saturday survey period



#### 4.2.11 Saturday Travel Patterns—Westbound

Figure 4-29 presents the origins and destinations of Saturday westbound trips by district. This information is presented in tabular format in Table 4-19. The major origins were Anacortes/Fidalgo Island, West Skagit County, and the greater Seattle area, while the primary destination was San Juan Island. A similar trend was found in 2013 annual ridership statistics. Origin and destination locations by boarding mode are shown in Figure 4-30. Walk boarding origins were concentrated in Anacortes, while the walk-off destinations were fairly dispersed.

Figure 4-29. Anacortes–San Juan Islands westbound origin and destination districts, Saturday survey period



**Table 4-19. Anacortes–San Juan Islands westbound total boardings by origin and destination district, Saturday survey period**

Origin District ▼ \ Destination District ➤		Orcas Island	San Juan Island	Lopez Island	Shaw Island	Origin Total	Origin Percent Share
		1	2	3	4		
Anacortes / Fidalgo Island	5	77	127	41	5	249	11.7%
Mount Vernon/Burlington	6	9	66	6		81	3.8%
Other W Skagit County	7	49	141	15	2	208	9.7%
W Whatcom County	8	47	58	21	5	131	6.2%
Other BC / Canada	11	3		43		46	2.2%
Island County	12	4	94	4		102	4.8%
Lynnwood / Edmonds / Mountlake Terrace	14	15	46	23	1	86	4.1%
Other W Snohomish County / Camano Island	15	3	69	24		96	4.5%
Greater S Seattle / CBD	16	91	116	74	2	283	13.2%
Greater N Seattle	17	74	103	79	6	262	12.3%
Bothell-Kirkland / Redmond	18	10	36			46	2.2%
Greater Bellevue / Mercer Island	19	8	50	5		63	2.9%
SW King County	20	30	53	26		109	5.1%
Other W King County	21	3	34			37	1.7%
W Pierce / Thurston Counties	22	26	22	24	6	78	3.7%
Clallam/Jefferson / Kitsap Counties	23	8	50	32		90	4.2%
All Other Places	24	24	120	18	2	165	7.7%
Destination Total		483	1,187	436	28	2,134	100%
Destination Percent Share		22.6%	55.6%	20.4%	1.3%	100%	



Figure 4-30. Anacortes–San Juan Islands westbound origins and destination locations by boarding mode, Saturday survey period

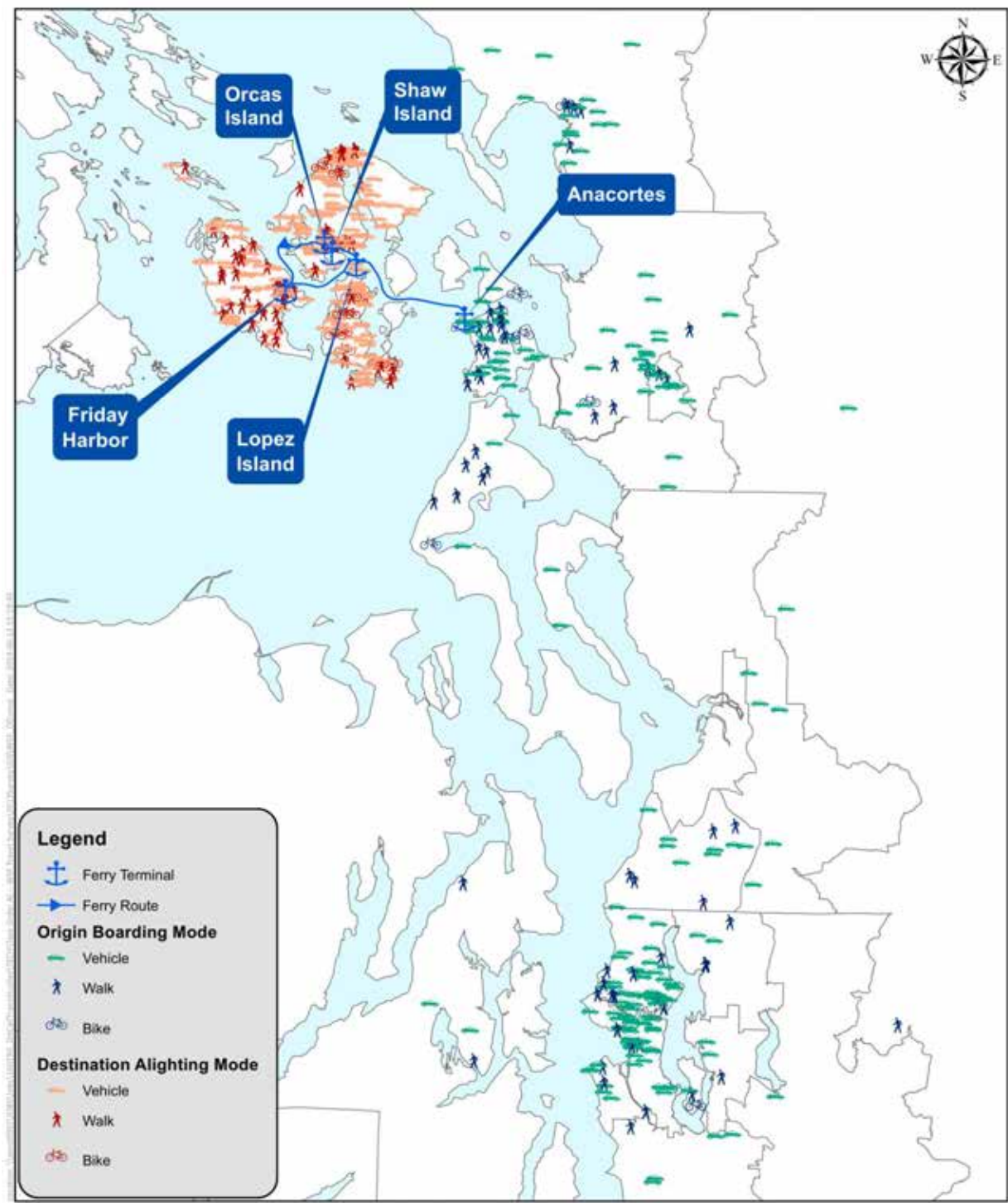
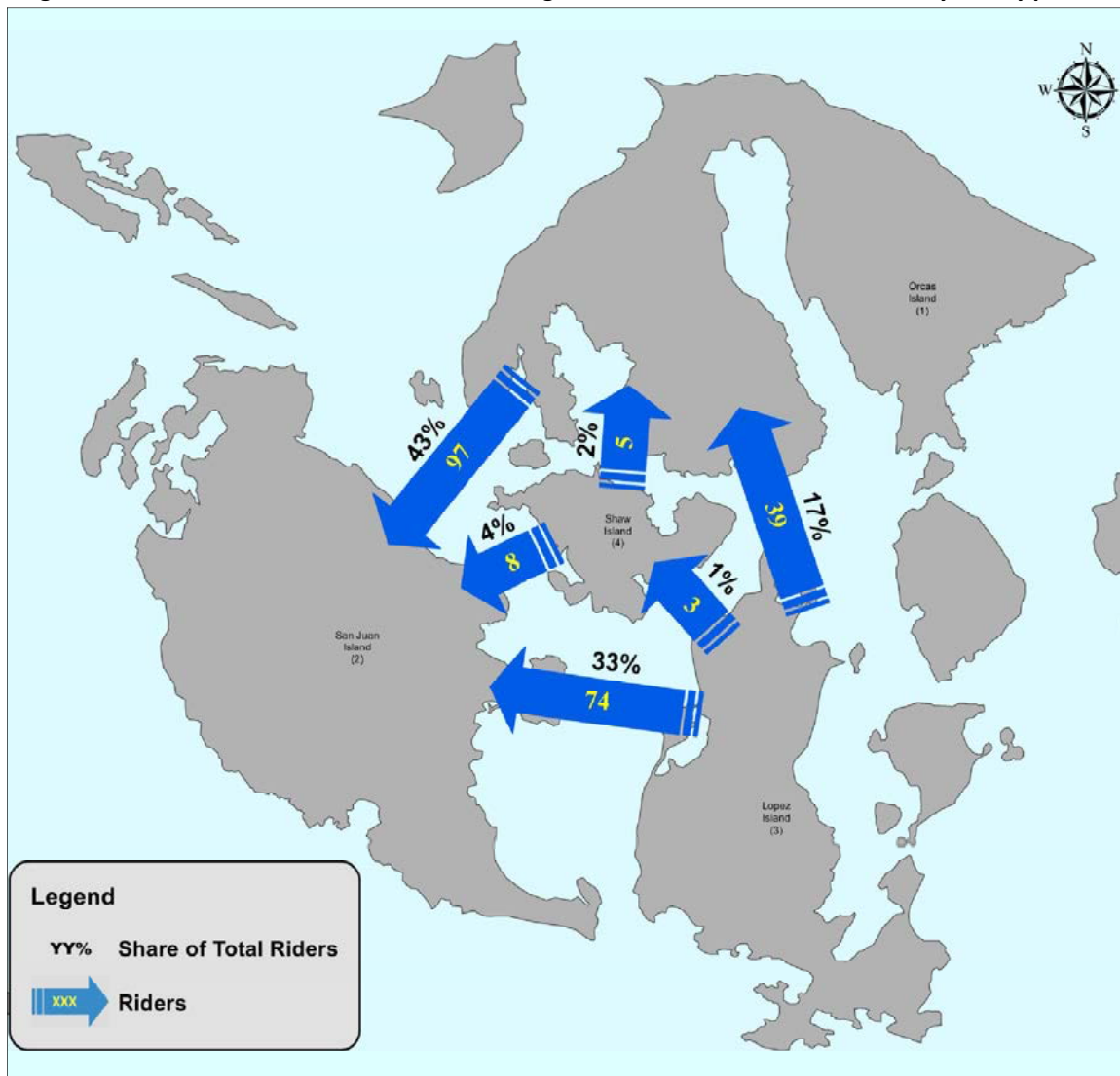
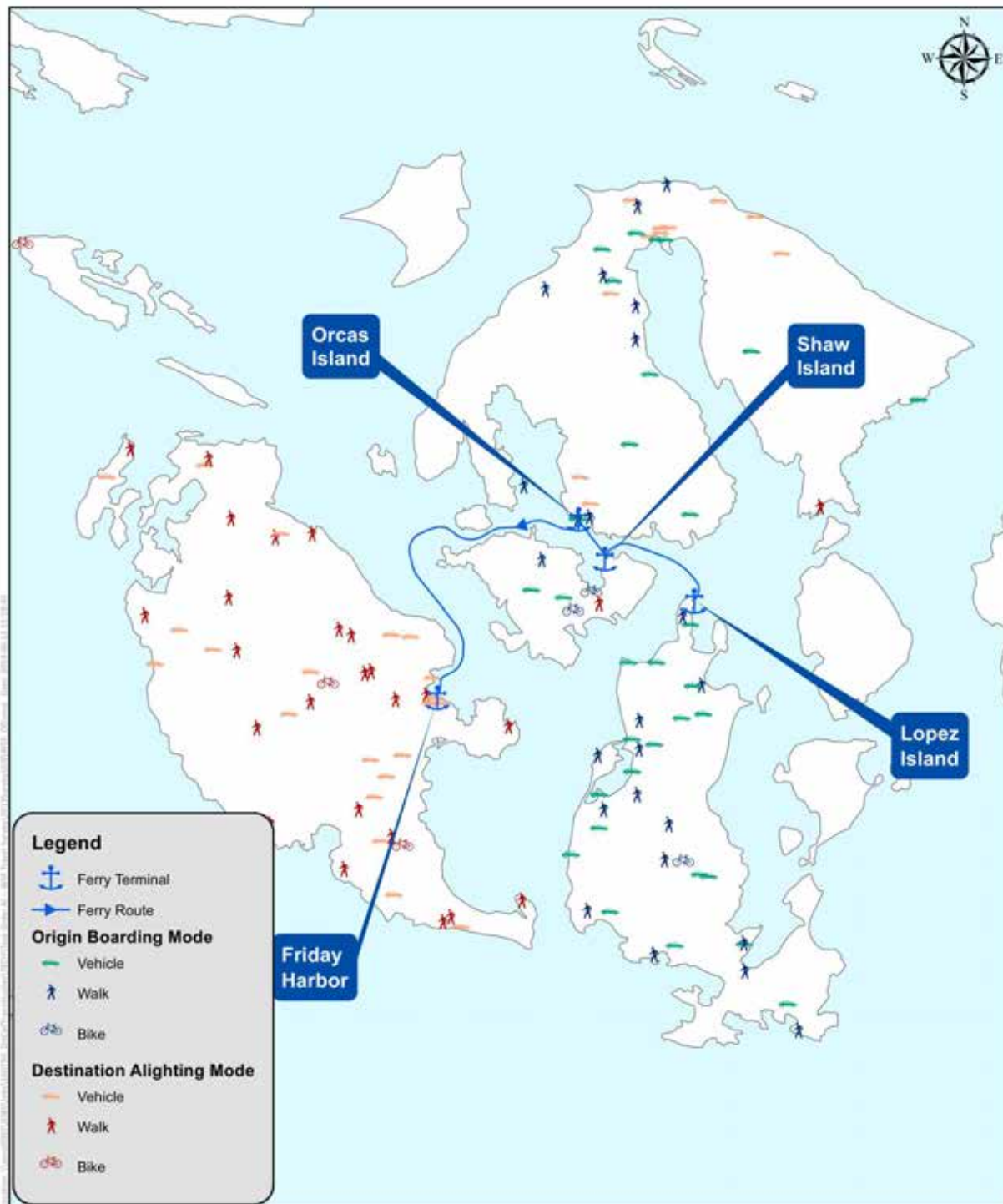


Figure 4-31 presents the origins and destinations of Saturday inter-island westbound trips by island. This information is presented in tabular format in Table 4-20. Origin and destination locations by boarding mode are shown in Figure 4-32. The major origins were Orcas and Lopez Islands, while the major destination was San Juan Island (79 percent of trips).

**Figure 4-31. San Juan Inter-Island westbound origin and destination districts, Saturday survey period****Table 4-20. San Juan Inter-Island westbound total boardings by origin and destination district, Saturday survey period**

Origin District ▼ \ Destination District ➤		Destination District			Origin Total	Origin Percent Share
		Orcas Island	San Juan Island	Shaw Island		
		1	2	4		
Orcas Island	1		97		97	43.0%
Lopez Island	3	39	74	3	116	51.2%
Shaw Island	4	5	8		13	5.9%
Destination Total		45	179	3	226	100%
Destination Percent Share		19.7%	79.1%	1.2%	100%	

Figure 4-32. San Juan Inter-Island westbound origin and destination locations by boarding mode, Saturday survey period





### 4.3 Anacortes–Sidney, British Columbia

#### 4.3.1 Route Description

The Anacortes–Sidney, British Columbia route connects Anacortes on the mainland, the San Juan Islands, and Sidney, British Columbia on Vancouver Island. The ferry crossing is 2 hours and 40 minutes one way and is approximately 40 nautical miles. For 2013, the annual total ridership was 90,000 plus 50,000 vehicle drivers for a total of 140,000 people, or about 380 riders per day. This compares to 300 riders per day in 2006 and 370 riders per day in 1999.

The route is served by one sailing per day in each direction. The fare in October 2013 for a vehicle 14 to 22 feet including driver was between \$14.50 and \$49.85, depending on the trip end points. The full fare for passengers was between \$6.90 and \$18.70.

This section provides some key trip-making characteristics of ferry riders on this route. In addition, the 2013 survey results are compared with key characteristics from the previous 2006 survey data to identify trends in trip-making on this route.

#### 4.3.2 Trips by Purpose

As shown in Table 4-21, the most frequent weekday trip purpose was recreation/shopping (88 percent) which was also the predominant weekday purpose in 2006. Recreation/shopping remains the predominant trip purpose for Saturday trips.

**Table 4-21. Anacortes–Sidney, British Columbia, trips by purpose and direction, weekday and Saturday survey periods (2006 and 2013)**

Direction	Work/ School	Personal Business/ Other	Recreation/ Shopping	Total	All Purposes	
					2013	2006
Weekday						
Eastbound	2	15	40	57	40.1%	39.8%
Westbound	0	0	85	85	59.9%	60.2%
Total	2	15	125	142	100%	100%
2013 Distribution	1.3%	10.5%	88.1%	100%		
2006 Distribution	33.5%	9.6%	57.0%	100%		
Saturday						
Eastbound	0	34	81	115	45.3%	57.1%
Westbound	5	24	110	139	54.7%	42.9%
Total	5	58	191	254	100%	100%
2013 Distribution	1.8%	22.9%	75.4%	100%		
2006 Distribution	8.5%	17.4%	74.1%	100%		

### 4.3.3 Frequency of Travel

Table 4-22 shows the frequency of travel for weekdays and Saturdays by trip purpose for 2006 and 2013. The vast majority (96 percent) of travelers used ferries one or two times per week on weekdays in 2013, an increase from 78 percent in 2006. The percentage of travelers using ferries one or two times per week on Saturdays increased from 91 percent in 2006 to 98 percent in 2013.

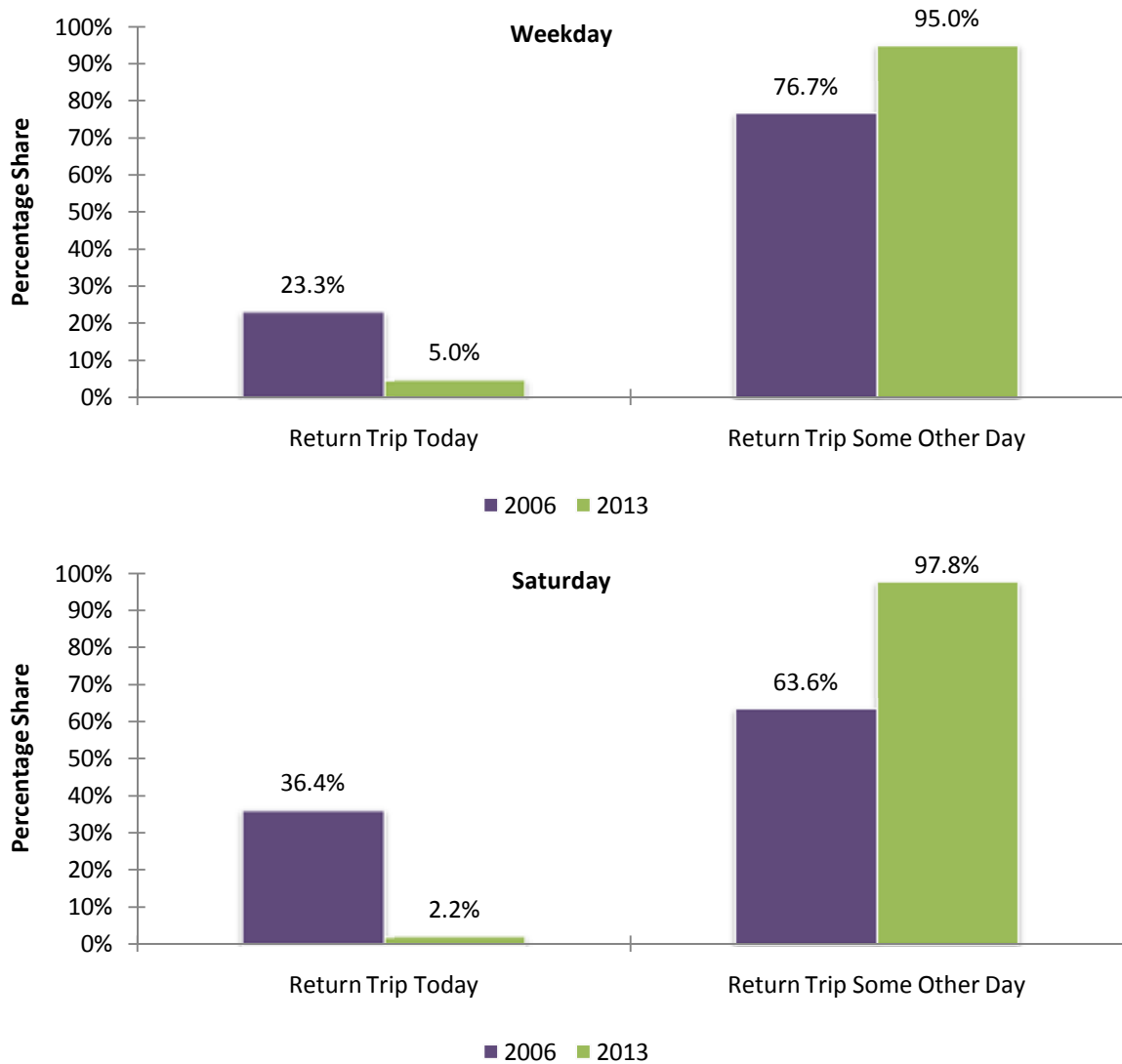
**Table 4-22. Anacortes–Sidney, British Columbia, one-way trips by purpose and frequency, weekday and Saturday survey periods (2006 and 2013)**

One-Way Trips	Work/ School	Personal Business/ Other	Recreation/ Shopping	Total	All Purposes		Work/School	
					2013	2006	2013	2006
Weekday								
1	0	3	98	101	72.7%	44.6%	0.0%	42.9%
2	0	12	21	33	23.8%	33.8%	0.0%	22.1%
3 to 4	2	0	0	2	1.3%	17.1%	100%	24.7%
5 to 6	0	0	3	3	2.2%	2.9%	0.0%	6.5%
7 to 8	0	0	0	0	0.0%	0.8%	0.0%	2.6%
9 to 10	0	0	0	0	0.0%	0.4%	0.0%	1.3%
11+	0	0	0	0	0.0%	0.4%	0.0%	0.0%
Total	2	15	122	139	100%	100%	100%	100%
2013 Distribution	1.3%	10.8%	87.9%	100%				
2006 Distribution	32.2%	9.6%	58.6%	100%				
Saturday								
1	5	17	88	109	74.0%	55.3%		
2	0	16	19	36	24.1%	35.3%		
3 to 4	0	0	0	0	0.0%	6.0%		
5 to 6	0	0	0	0	0.0%	1.7%		
7 to 8	0	0	0	0	0.0%	1.0%		
9 to 10	0	0	0	0	0.0%	0.3%		
11+	0	0	3	3	1.9%	0.3%		
Total	5	33	110	147	100%	100%		
2013 Distribution	3.1%	22.2%	74.7%	100%				
2006 Distribution	9.3%	16.7%	74.0%	100%				

#### 4.3.4 Round-Trip Patterns

The percentage of weekday ferry travelers making a round-trip on the same day versus some other day dropped significantly from 23 percent in 2006 to 5 percent in 2013, as shown in Figure 4-33. Similarly, the shift in the Saturday round-trip pattern resulted in a decrease of same-day round-trips from 36 percent in 2006 to 2 percent in 2013.

**Figure 4-33. Anacortes–Sidney, British Columbia, round-trip patterns by day, weekday and Saturday survey periods (2006 and 2013)**



As shown in Figure 4-34, the majority (63 percent) of weekday round-trip ferry travelers used the same route for both legs of the trip, which decreased from 91 percent in 2006. Conversely, the share of Saturday travelers using the same route for both legs of the trip grew from 80 percent in 2006 to 91 percent in 2013.

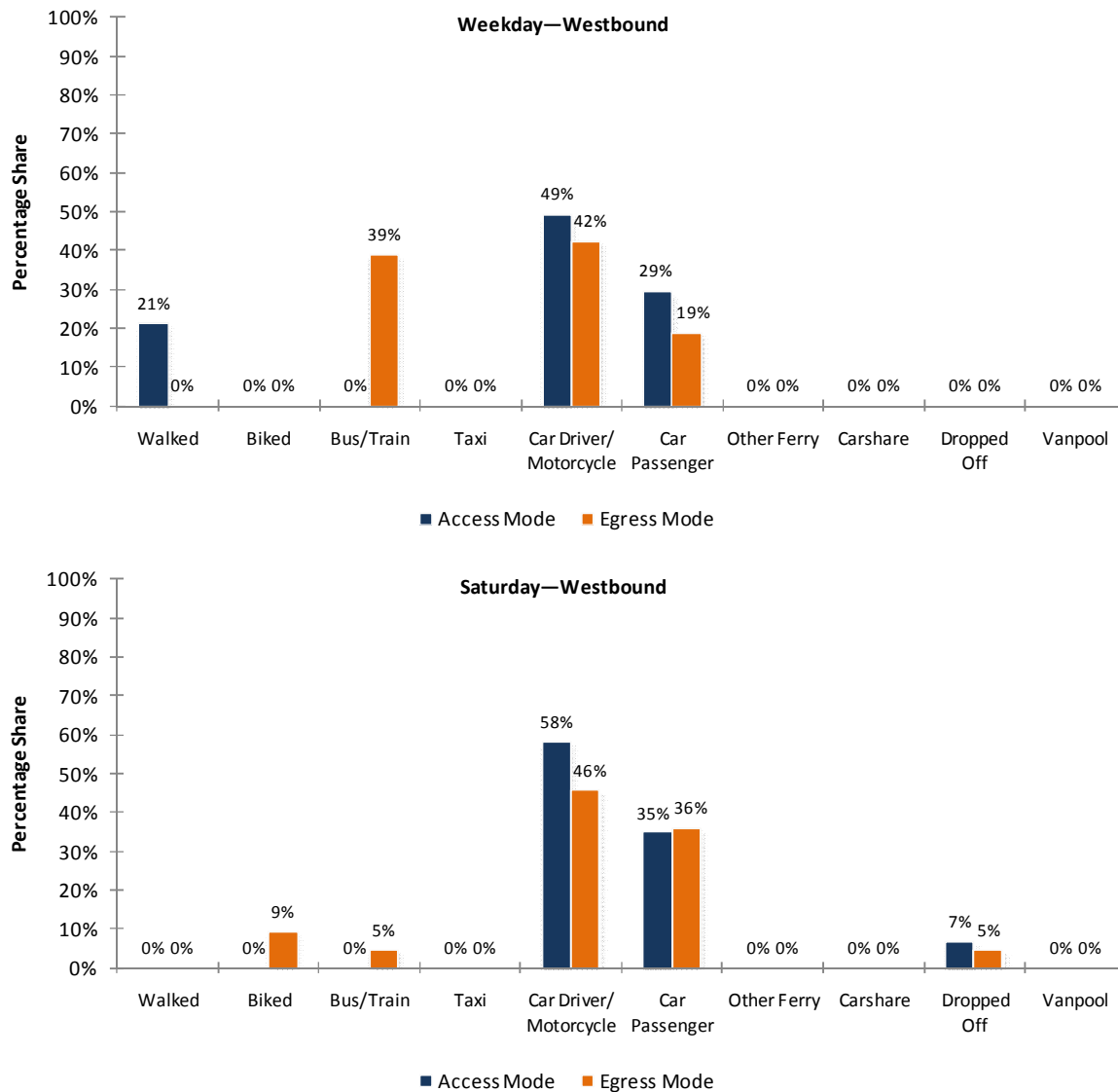
**Figure 4-34. Anacortes–Sidney, British Columbia, round-trip patterns by route, weekday and Saturday survey periods (2006 and 2013)**



#### 4.3.5 Access, Egress, and Boarding Modes

Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant westbound mode of access and egress in 2013, as shown in Figure 4-35. On weekdays, 42 percent of ferry travelers drove to the ferry and an additional 19 percent were passengers in a private vehicle. Leaving the ferry, 49 percent were drivers while 29 percent were passengers. Likely due to the higher availability of transit on weekdays, bus/train was a more common mode of access/egress on weekdays versus Saturdays. Walk access was higher than walk egress in the westbound direction on weekdays.

**Figure 4-35. Anacortes–Sidney, British Columbia, westbound trips by access and egress modes, weekday and Saturday survey periods (2013)**



Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant eastbound mode of access and egress in 2013, as shown in Figure 4-36. On weekdays, 46 percent of ferry travelers drove to the ferry and an additional 36 percent were passengers in a private vehicle. Leaving the ferry, 58 percent were drivers while 35 percent were passengers. Likely due to the higher availability of transit on weekdays, bus/train was a more common mode of access on weekdays versus Saturdays.

**Figure 4-36. Anacortes–Sidney, British Columbia, eastbound trips by access and egress modes, weekday and Saturday survey periods (2013)**

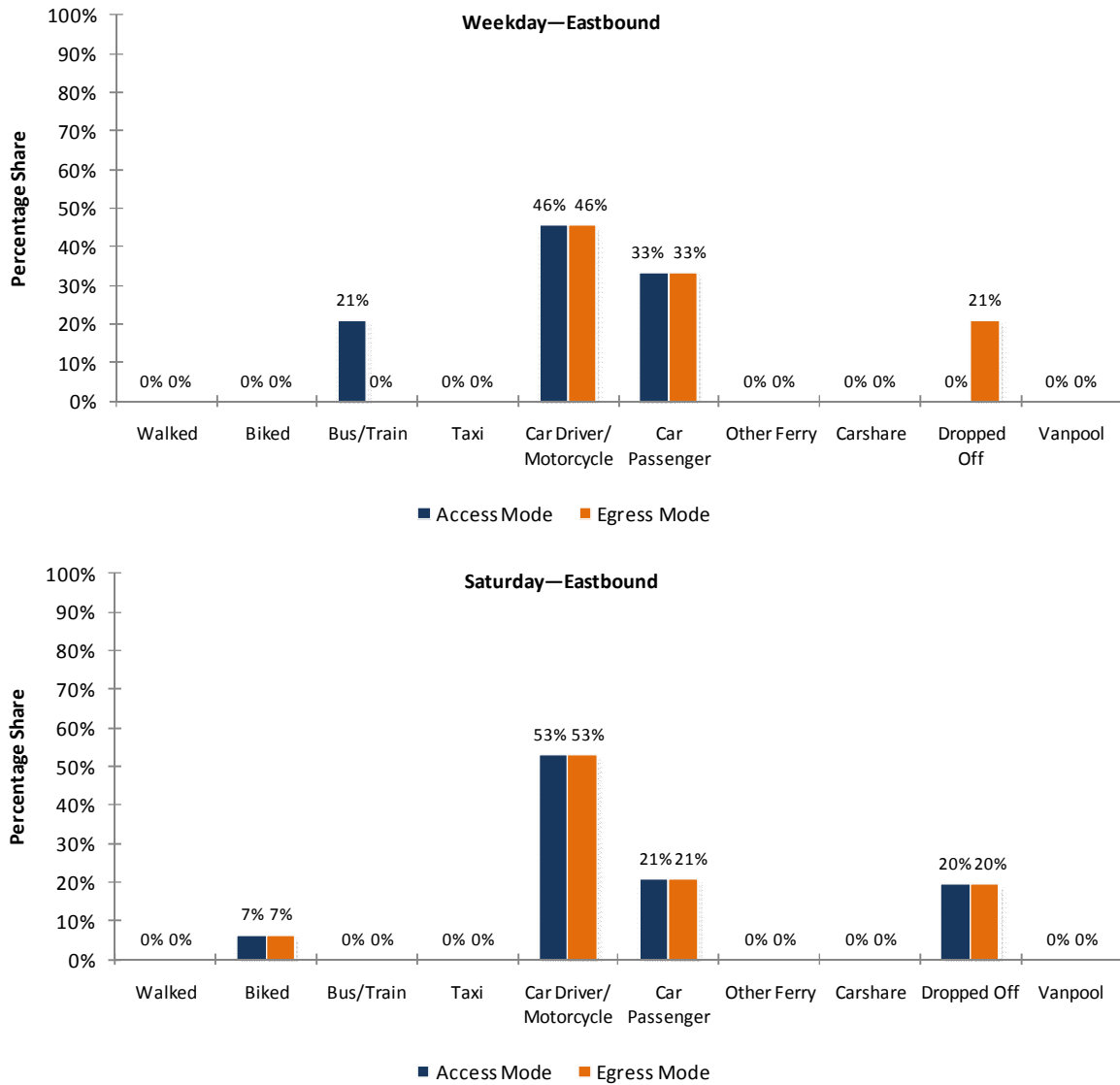


Table 4-23 shows the access mode and boarding method for weekdays and Saturdays in 2006 and 2013. As shown in the table, most travelers boarded the ferry by driving on. In 2013, this method accounted for 68 percent and 76 percent of boardings on weekdays and Saturdays, respectively.

**Table 4-23. Anacortes–Sidney, British Columbia, access mode and boarding methods, weekday and Saturday survey periods (2006 and 2013)**

Access Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	18	0	18	12.7%	N/A
Biked	0	0	0	0	0.0%	N/A
Bus/Train	0	12	0	12	8.5%	N/A
Taxi	0	0	0	0	0.0%	N/A
Car Driver/Motorcycle	62	6	0	68	47.9%	N/A
Car Passenger	35	9	0	44	31.0%	N/A
Other Ferry	0	0	0	0	0.0%	N/A
Carshare	0	0	0	0	0.0%	N/A
Dropped Off	0	0	0	0	0.0%	N/A
Vanpool	0	0	0	0	0.0%	N/A
Total	97	45	0	142	100%	N/A
2013 Distribution	68.3%	31.7%	0.0%	100%		
2006 Distribution	N/A	N/A	N/A			
Saturday						
Walked	0	0	0	0	0.0%	N/A
Biked	0	0	8	8	3.0%	N/A
Bus/Train	0	0	0	0	0.0%	N/A
Taxi	0	0	0	0	0.0%	N/A
Car Driver/Motorcycle	129	6	6	142	55.8%	N/A
Car Passenger	63	3	6	73	28.6%	N/A
Other Ferry	0	0	0	0	0.0%	N/A
Carshare	0	0	0	0	0.0%	N/A
Dropped Off	0	32	0	32	12.6%	N/A
Vanpool	0	0	0	0	0.0%	N/A
Total	192	42	20	254	100%	N/A
2013 Distribution	75.6%	16.4%	8.0%	100%		
2006 Distribution	N/A	N/A	N/A			

Table 4-24 shows the egress mode and boarding method for weekdays and Saturdays in 2006 and 2013. In 2013, walk-on method accounted for 32 percent and 16 percent of boardings on weekdays and Saturdays, respectively.

**Table 4-24. Anacortes–Sidney, British Columbia, egress mode and boarding methods, weekday and Saturday survey periods (2006 and 2013)**

Egress Mode	Drive	Walk	Bicycle	Total	All Boardings	
					2013	2006
Weekday						
Walked	0	0	0	0	0.0%	N/A
Biked	0	0	0	0	0.0%	N/A
Bus/Train	0	33	0	33	23.2%	N/A
Taxi	0	0	0	0	0.0%	N/A
Car Driver/Motorcycle	62	0	0	62	43.7%	N/A
Car Passenger	35	0	0	35	24.6%	N/A
Other Ferry	0	0	0	0	0.0%	N/A
Carshare	0	0	0	0	0.0%	N/A
Dropped Off	0	12	0	12	8.5%	N/A
Vanpool	0	0	0	0	0.0%	N/A
Total	97	45	0	142	100%	N/A
2013 Distribution	68.3%	31.7%	0.0%	100%		
2006 Distribution	N/A	N/A	N/A			
Saturday						
Walked	0	0	0	0	0.0%	N/A
Biked	0	0	20	20	8.0%	N/A
Bus/Train	0	6	0	6	2.5%	N/A
Taxi	0	0	0	0	0.0%	N/A
Car Driver/Motorcycle	124	0	0	124	49.0%	N/A
Car Passenger	68	6	0	74	29.1%	N/A
Other Ferry	0	0	0	0	0.0%	N/A
Carshare	0	0	0	0	0.0%	N/A
Dropped Off	0	29	0	29	11.4%	N/A
Vanpool	0	0	0	0	0.0%	N/A
Total	192	42	20	254	100%	N/A
2013 Distribution	75.6%	16.4%	8.0%	100%		
2006 Distribution	N/A	N/A	N/A			



Table 4-25 and Table 4-26 show access and egress modes used across the entire ferry trip for weekdays and Saturdays, respectively. For weekday walk-on boardings, the percentage of travelers arriving at the origin terminal on foot was higher than the percentage leaving the destination terminal on foot. The opposite was true for travelers using bus or other transit modes to/from the terminal. For Saturday walk-on boardings, the percentage of travelers leaving the destination terminal by bicycle was higher than that arriving at the origin terminal.

**Table 4-25. Anacortes–Sidney, British Columbia, trips by access mode to ferry—boarding method—egress mode from ferry, weekday all-day survey period (2013)**

Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (31.7% of total boardings)					
Pedestrian	40.0%	Pedestrian	100.0%	Pedestrian	0.0%
Bicycle	0.0%	Pedestrian w/ Bicycle	0.0%	Bicycle	0.0%
By Bus/Transit	26.7%			By Bus/Transit	73.3%
By Vehicle	33.3%			By Vehicle	26.7%
Vanpool	0.0%			Vanpool	0.0%
Carshare	0.0%			Carshare	0.0%
Other Ferry	0.0%			Other Ferry	0.0%
In-Vehicle Boardings (68.3% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	63.9%	In-Vehicle	100.0%
		Vehicle Passengers	36.1%		

Note: Average vehicle occupancy (AVO) was 1.56 for the weekday all-day survey period.

**Table 4-26. Anacortes–Sidney, British Columbia, trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)**

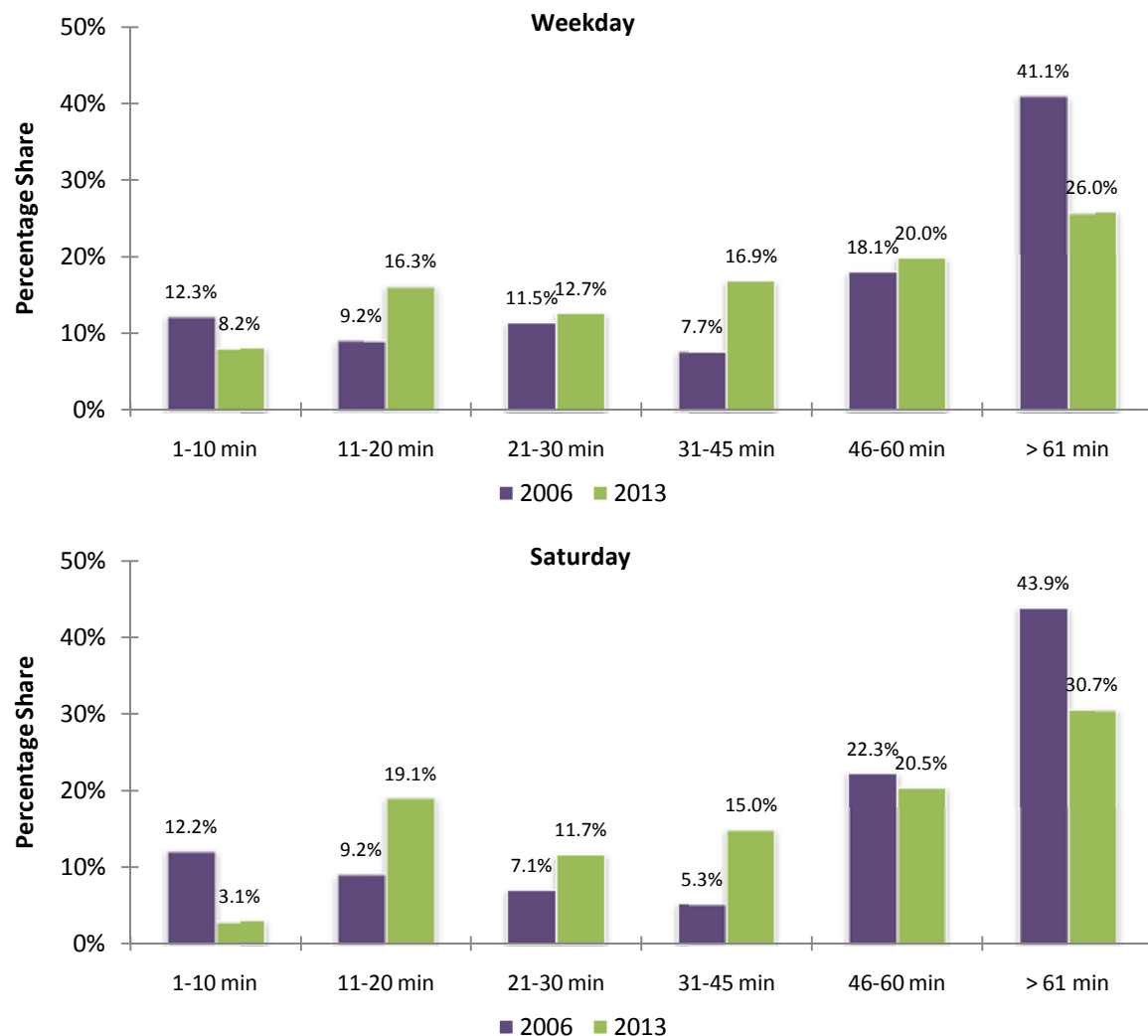
Access Mode to Ferry Terminal	Percentage Distribution	Boarding Method	Percentage Distribution	Egress Mode from Ferry Terminal	Percentage Distribution
Walk-On Boardings (24.4% of total boardings)					
Pedestrian	0.0%	Pedestrian	67.3%	Pedestrian	0.0%
Bicycle	12.1%	Pedestrian w/ Bicycle	32.7%	Bicycle	32.7%
By Bus/Transit	0.0%			By Bus/Transit	10.3%
By Vehicle	87.9%			By Vehicle	56.9%
Vanpool	0.0%			Vanpool	0.0%
Carshare	0.0%			Carshare	0.0%
Other Ferry	0.0%			Other Ferry	0.0%
In-Vehicle Boardings (75.6% of total boardings)					
In-Vehicle	100.0%	Vehicle Drivers	67.2%	In-Vehicle	100.0%
		Vehicle Passengers	32.8%		

Note: Average vehicle occupancy (AVO) was 1.49 for the weekday all-day survey period.

### 4.3.6 Wait Time

Respondents were asked the amount of time they spent waiting before boarding the ferry. Figure 4-37 shows the frequency distribution of perceived wait time (in minutes) for 2006 and 2013. In 2013, 26 percent of weekday ferry passengers waited for more than 60 minutes, which was a decrease from 2006 when 41 percent of weekday riders waited for more than 60 minutes. A similar trend was seen on Saturdays, with 44 and 31 percent of ferry passengers waiting for more than 60 minutes in 2006 and 2013, respectively.

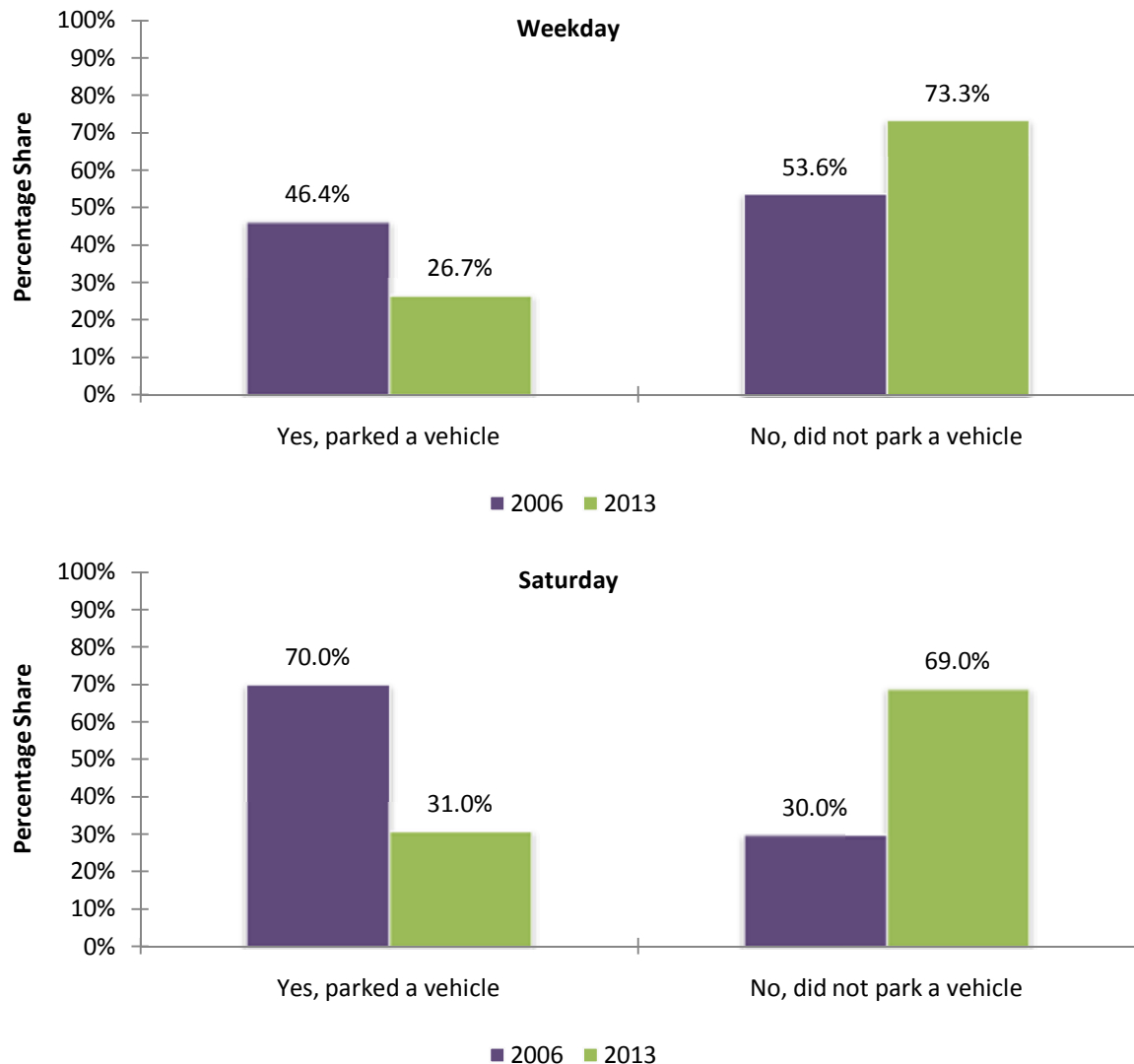
**Figure 4-37. Anacortes–Sidney, British Columbia, trips by wait time, weekday and Saturday survey periods (2006 and 2013)**



### 4.3.7 Parking

Figure 4-38 presents the percentage of riders who boarded by foot or bicycle who parked or did not park a vehicle at the terminal. About 27 percent of the weekday ferry passengers parked a vehicle in the 2013 survey, compared with about 46 percent in 2006. On Saturdays, those who parked a vehicle decreased significantly from 70 percent to 31 percent.

**Figure 4-38. Anacortes–Sidney, British Columbia, non-motorized boardings that parked a vehicle at terminal, weekday and Saturday survey periods (2006 and 2013)**



#### 4.3.8 Weekday Travel Patterns—Eastbound

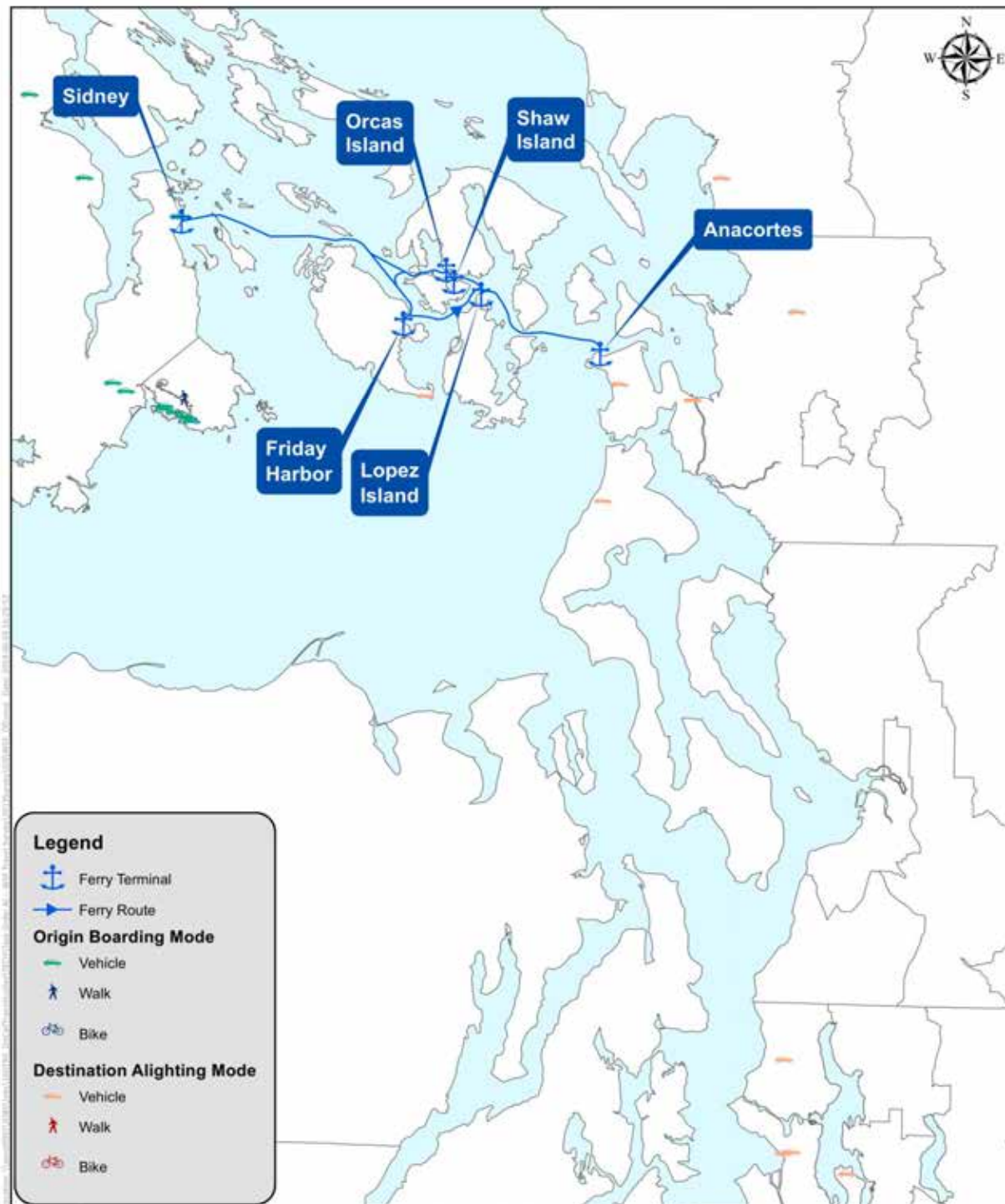
Figure 4-39 presents the origins and destinations of weekday eastbound trips by district. This information is presented in tabular format in Table 4-27. The major destinations were Anacortes/Fidalgo Island, West Skagit County, and the greater Bellevue/Mercer Island area. Origin and destination locations by boarding mode are shown in Figure 4-40. Boarding origins and modes were dispersed.

[illegible]

**Table 4-27. Anacortes–Sidney, British Columbia, eastbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼		Destination District ►												Origin Total Origin Percent Share	
				San Juan Island	Anacortes / Fidalgo Island	Other W Skagit Co.	W Whatcom Co.	Island Co.	Greater S Seattle / CBD	Greater N Seattle	Greater Bellevue / Mercer Island	Other W King Co.	W Pierce / Thurston Co.		
		2	5	7	8	12	16	17	19	21	22	24			
Victoria	9	4			2		7	3	12		5		32	56.4%	
Other BC/Canada	10	3	3	6	3				5		3	3	25	43.6%	
Destination Total		3	7	6	3	2	7	3	17	3	5	3	57	100%	
Destination Percent Share		5.0%	11.8%	10.0%	5.0%	3.3%	11.8%	5.0%	29.6%	5.0%	8.5%	5.0%	100%		

Figure 4-40. Anacortes–Sidney, British Columbia, eastbound origin and destination locations by boarding mode, weekday all-day survey period

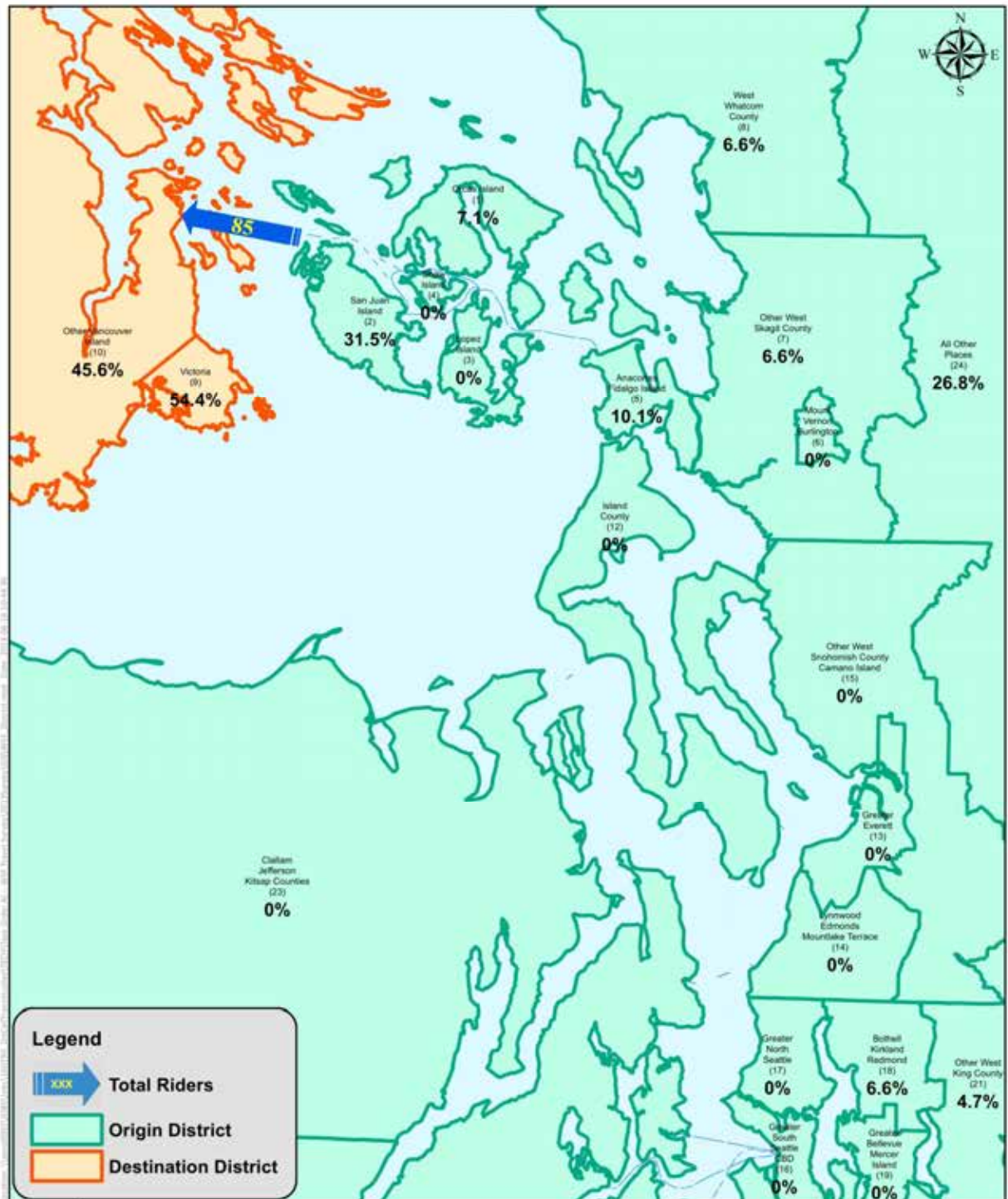


#### 4.3.9 Weekday Travel Patterns—Westbound

Figure 4-41 presents the origins and destinations of weekday westbound trips by district. This information is presented in tabular format in Table 4-28. The major origins were San Juan Island and Anacortes/Fidalgo Island. Origin and destination locations by boarding mode are shown in Figure 4-42. Destinations were concentrated in the Victoria, British Columbia area.



Figure 4-41. Anacortes–Sidney, British Columbia, westbound origin and destination districts, weekday all-day survey period

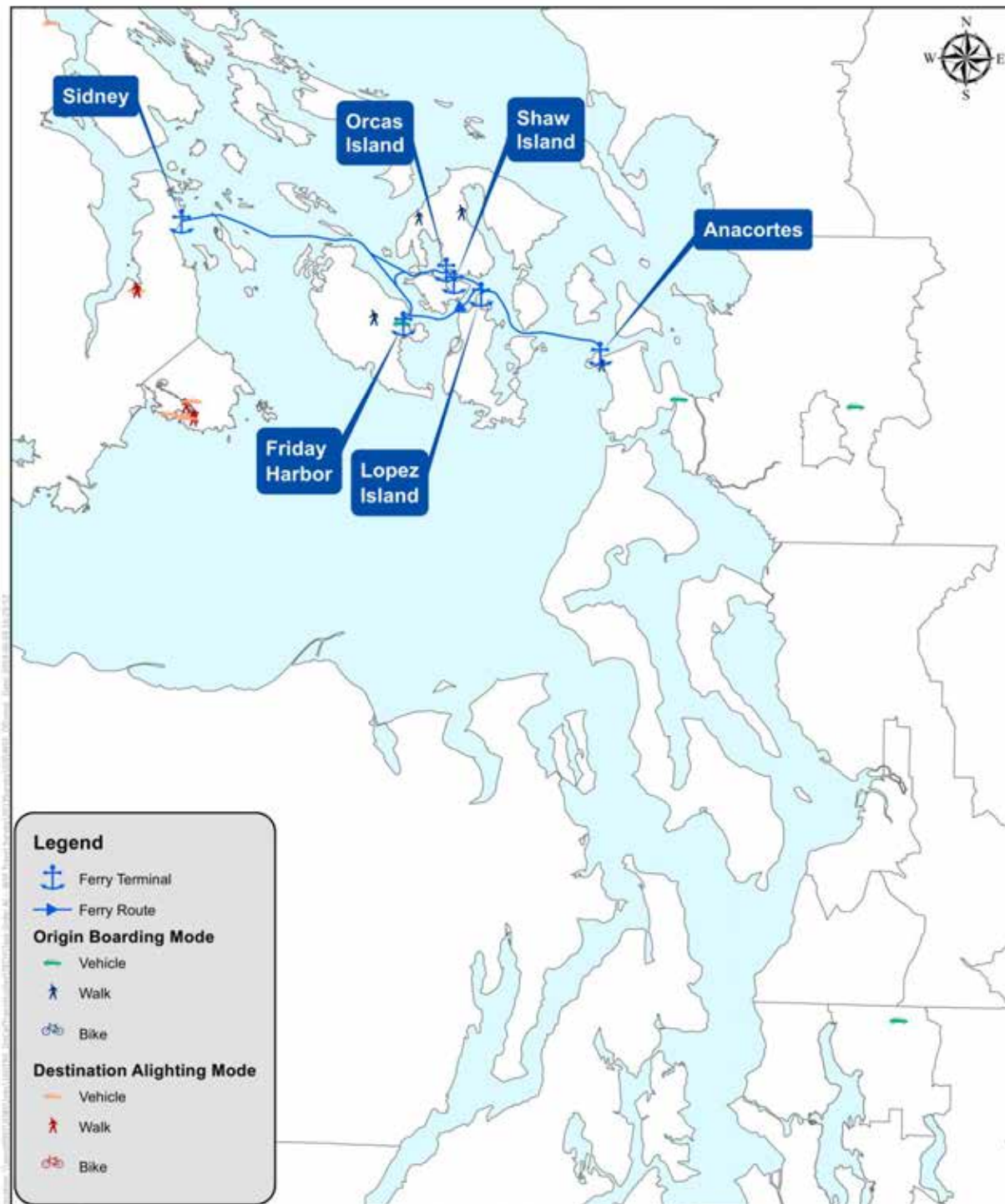




**Table 4-28. Anacortes–Sidney, British Columbia, westbound total boardings by origin and destination district, weekday all-day survey period**

Origin District ▼ \ Destination District ➤		Victoria	Other BC / Canada	Origin Total	Origin Percent Share
		9	10		
Orcas Island	1	6		6	7.1%
San Juan Island	2	9	18	27	31.5%
Anacortes / Fidalgo Island	5	3	6	9	10.1%
Other W Skagit County	7	6		6	6.6%
W Whatcom County	8	6		6	6.6%
Bothell-Kirkland / Redmond	18		6	6	6.6%
Other W King County	21		4	4	4.7%
All Other Places	24	17	6	23	26.8%
Destination Total		46	39	85	100%
Destination Percent Share		54.4%	45.6%	100%	

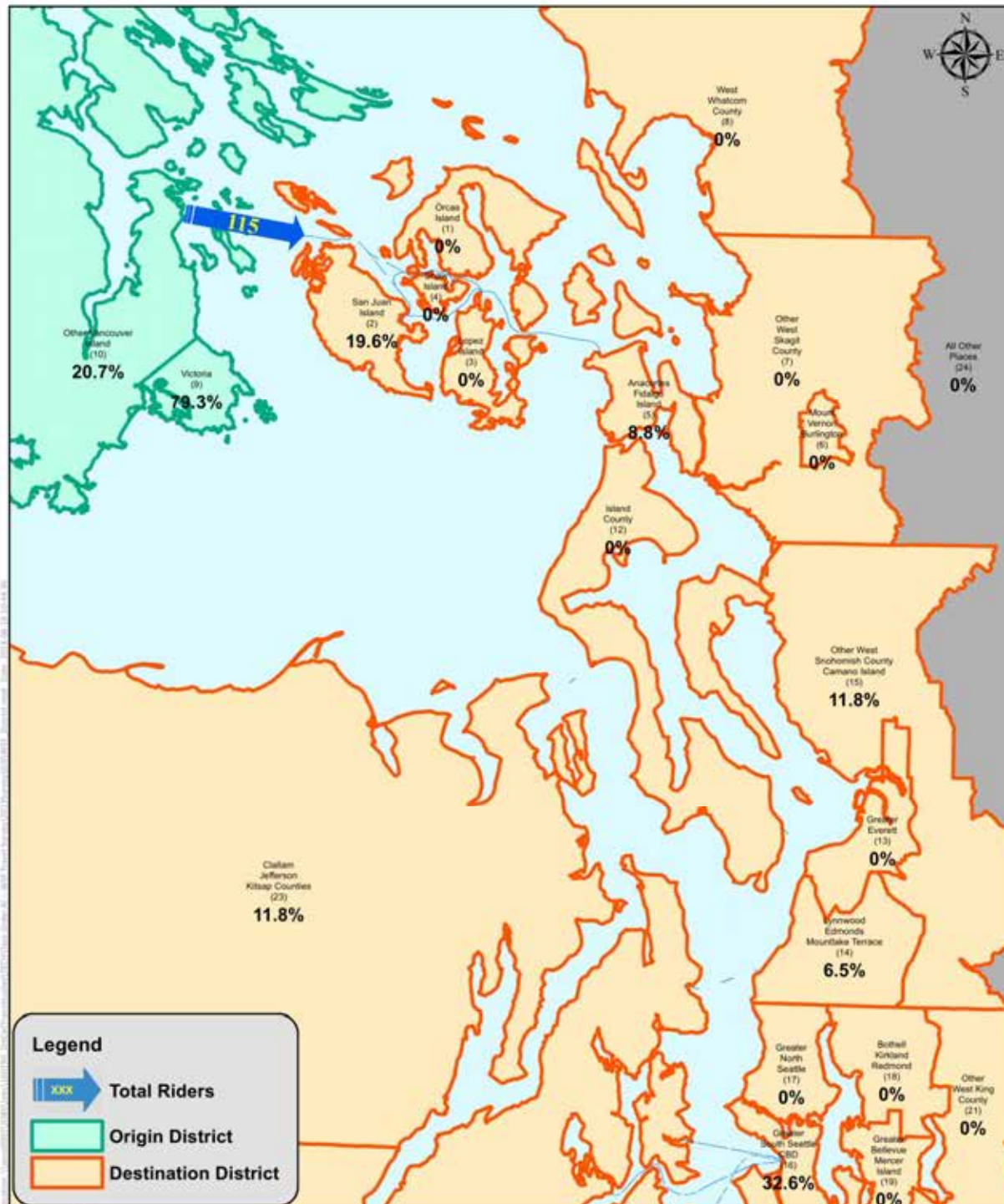
Figure 4-42. Anacortes–Sidney, British Columbia, westbound origin and destination locations by boarding mode, weekday all-day survey period



#### 4.3.10 Saturday Travel Patterns—Eastbound

Figure 4-43 presents the origins and destinations of Saturday eastbound trips by district. This information is presented in tabular format in Table 4-29. The major destinations were San Juan Island, West Snohomish County/Island County, and the greater Seattle area. Origin and destination locations by boarding mode are shown in Figure 4-44. Boarding origins and modes were dispersed.

Figure 4-43. Anacortes–Sidney, British Columbia, eastbound origin and destination districts, Saturday survey period

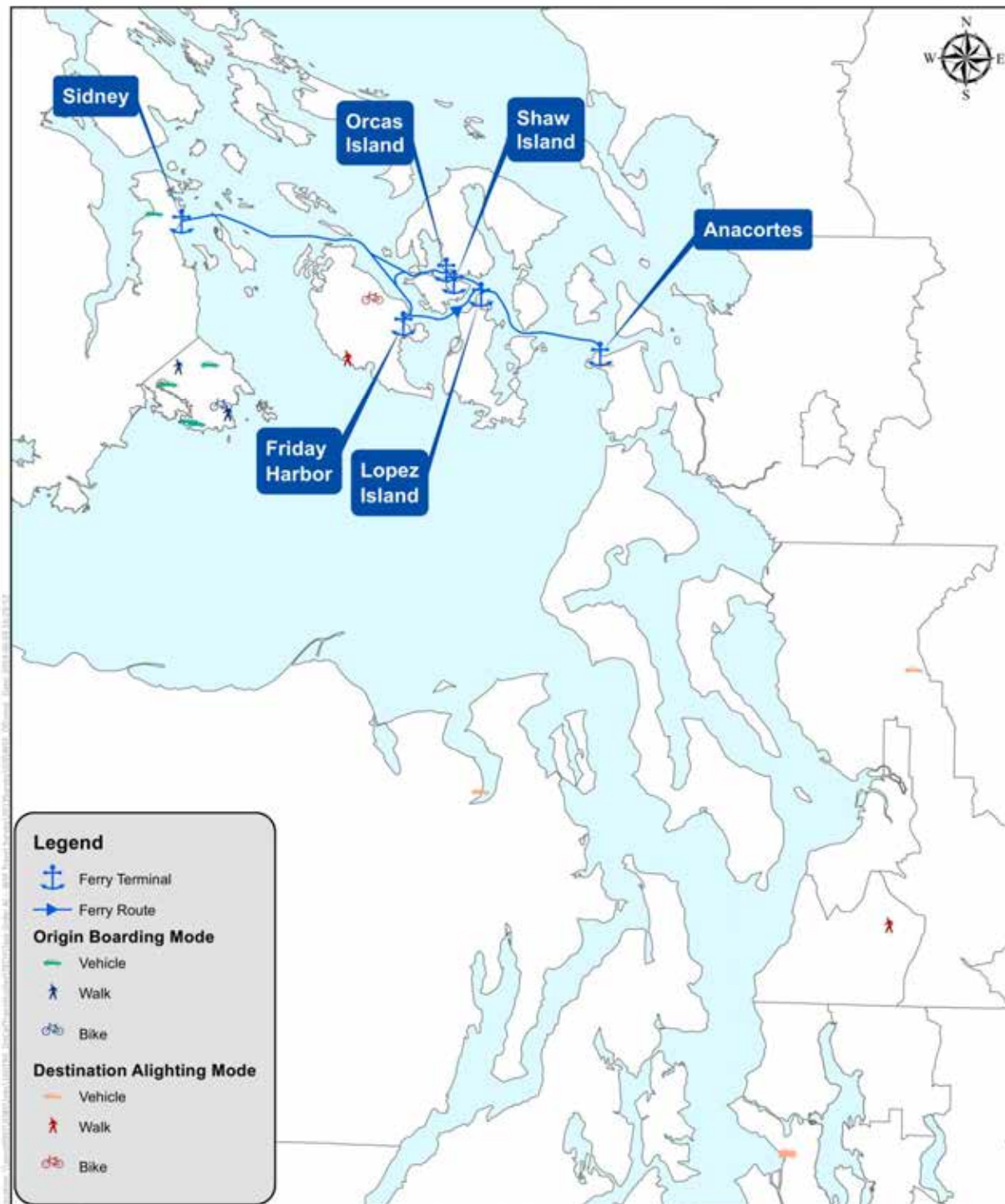


**Table 4-29. Anacortes–Sidney, British Columbia, eastbound boardings by origin and destination district, Saturday survey period**

Origin District ▼		Destination District ►		San Juan Island	Anacortes / Fidalgo Island	Lynnwood / Edmonds / Mountlake Terrace	Other W Snohomish Co. / Camano Island	Greater South Seattle / CBD	SW King Co.	Clallam/Jefferson / Kitsap Co.	Origin Total	Origin Percent Share
				2	5	14	15	16	20	23		
Victoria	9			23	10	8		37		14	91	79.3%
Other BC/Canada	10						14		10		24	20.7%
Destination Total				23	10	8	14	37	10	14	115	100%
Destination Percent Share				19.6%	8.8%	6.5%	11.8%	32.6%	8.8%	11.8%	100%	



Figure 4-44. Anacortes–Sidney, British Columbia, eastbound origin and destination locations by boarding mode, Saturday survey period

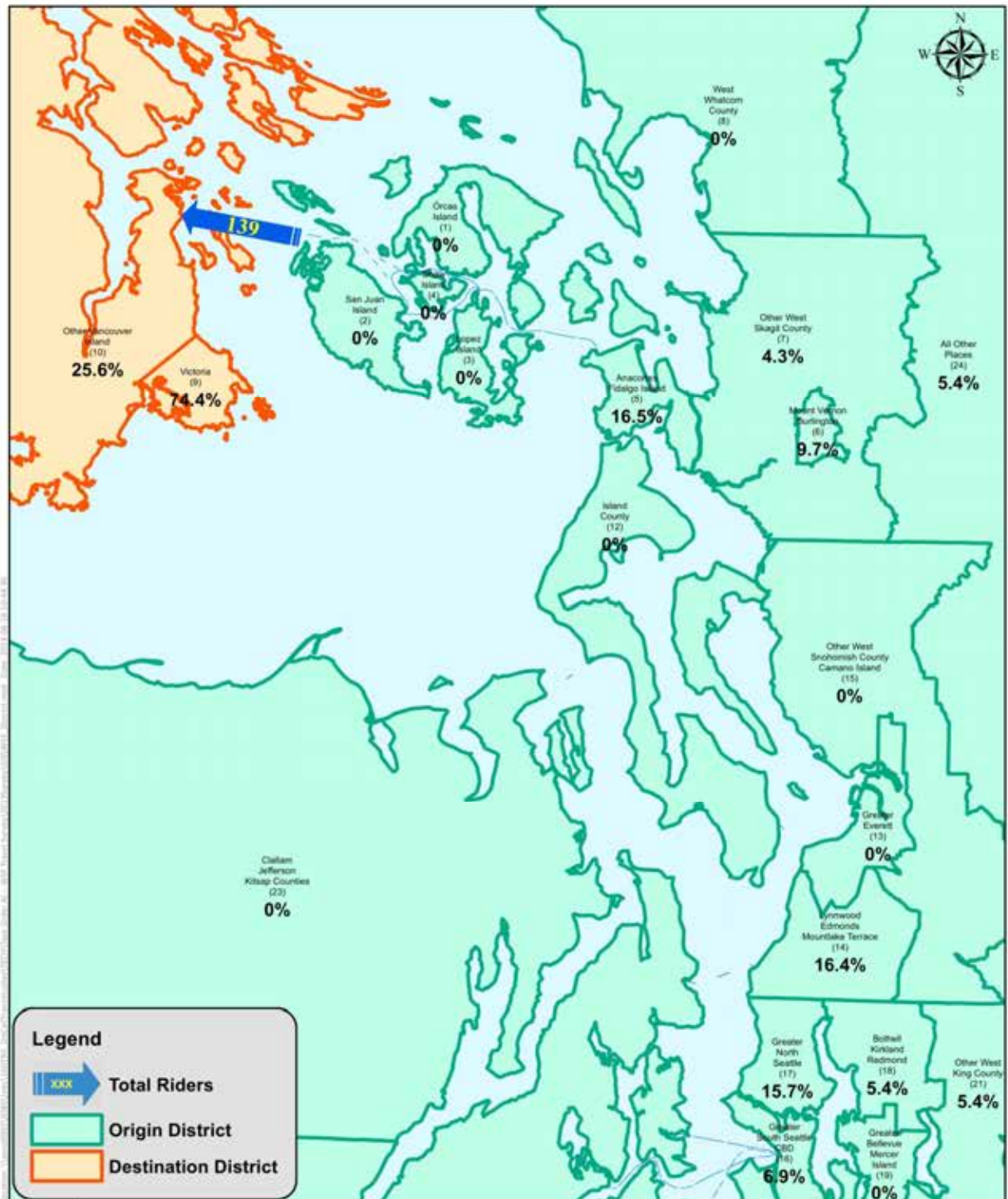


#### 4.3.11 Saturday Travel Patterns—Westbound

Figure 4-45 presents the origins and destinations of Saturday westbound trips by district. This information is presented in tabular format in Table 4-30. The major origins were Anacortes/Fidalgo Island, Lynnwood/Edmonds/Mountlake Terrace, and the greater Seattle area. The primary destination was Victoria, British Columbia. Origin and destination locations by boarding mode are shown in Figure 4-46. Boarding origins and modes were dispersed.



Figure 4-45. Anacortes–Sidney, British Columbia, westbound origin and destination districts, Saturday survey period



**Table 4-30. Anacortes–Sidney, British Columbia, westbound boardings by origin and destination district, Saturday survey period**

Origin District ▼ \ Destination District ➤		Destination District ➤		Origin Total	Origin Percent Share
		Victoria 9	Other BC / Canada 10		
Anacortes / Fidalgo Island	5	11	12	23	16.5%
Mount Vernon/Burlington	6	14		14	9.7%
Other W Skagit County	7	6		6	4.3%
Lynnwood / Edmonds / Mountlake Terrace	14	17	6	23	16.4%
Greater S Seattle / CBD	16	3	6	10	6.9%
Greater N Seattle	17	19	3	22	15.7%
Bothell-Kirkland / Redmond	18	8		8	5.4%
SW King County	20	12		12	8.7%
Other W King County	21	8		8	5.4%
W Pierce / Thurston Counties	22		8	8	5.4%
All Other Places	24	8		8	5.4%
Destination Total		103	36	139	100%
Destination Percent Share		74.4%	25.6%	100%	

Figure 4-46. Anacortes–Sidney, British Columbia, westbound origins and destination locations by boarding mode, Saturday survey period

